The Hongkong Telegraph.

(ESTABLISHED 1881.)

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Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$15,000,000
RESERVE FUNDS—
Sterling
£1,500,000 at 2/—$15,000,000
Silver $14,500,000
—————$29,500,000
RESERVE LIABILITY OF PROPRIETORS.$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
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E. G. Barrett, Esq. | R. Shewan, Esq.
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CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 18th May, 1909. [20

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,575,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " —3½ "
" " " 3 " —2½ "

WM. DICKSON,
Manager.

Hongkong, 5th April, 1909. [22

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP .....GOLD $3,250,000 ABOUT MEX $7,222,222
RESERVE FUND .....GOLD $3,250,000 =ABOUT MEX $7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum
6 " 4 " " "
3 " 3 " " "

No. 9, Queen's Road Central,
Hongkong.
W. MACANDREW,
Manager.

Hongkong, 8th April, 1908. [18

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 6,125,745 (about £510,479).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 22nd July 1909 [18

Banks

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS..... " 15,500,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	CHEFOO.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.
HANKOW.	

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months .....4% p.a.
" 6 " .....3½% "
" 3 " .....2½% "

TAKEO TAKAMIGHI,
Manager.

Hongkong, 1st July, 1909. [17

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 18th January, 1907. [21

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hamburg	Hankow
Kobe	Peking	Singapore	Tientsin
Tsinanfu	Tsingtau	Yokohama	

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank) — Berlin.
Direction der Disconto-Gesellschaft — Berlin.
Deutsche Bank — Berlin.
S. Bleichroeder — Berlin.
Berliner Handels-Gesellschaft — Berlin.
Bank fuer Handel und Industrie — Berlin.
Robert Warschauer & Co. — Berlin.
Mendelssohn & Co. — Berlin.
M. A. von Rothschild & Soehne — Frankfurt a/M.
Jacob S. H. Stern — Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
MESSRS. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907 [13

Intimations.

THE SAVOY, 13, Queen's Road Central.

FACTS not opinions.

We do the trade well.
None can beat us.

WHY?

Because the REGAL SHOE is the Shoe that proves.

Because we stock a great variety and sell them at a very low price—$10.00 per pair.

Call and see our new consignment and you will not hesitate from buying a pair.

THE SAVOY, 13, Queen's Road Central.

Hongkong, 28th July, 1909. [39

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $5.50 per Cask ex Factory.
In Bags of 250 lbs. net $3.45 per Bag ex Factory.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 15th August, 1908. [38

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c., via usual Ports	DELHI ..... Capt. G. W. Gordon	Noon, 7th Aug.	*See Special Advertisement.*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SARDINIA ..... Capt. C. C. Talbot, R.N.R.	11th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	BORNEO ..... Capt. W. H. Hall	About 13th Aug.	Freight only.
SHANGHAI	DEVANHA ..... Capt. H. Powell	About 19th Aug.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 5th August, 1909 [4

Intimations.

LANE, CRAWFORD & CO.

UPHOLSTERY DEPARTMENT.

ARE NOW SHOWING

CHESTERFIELD SETTES.

NEW DESIGNS IN EASY CHAIRS.

OCCASIONAL AND FANCY CHAIRS.

EXCLUSIVE PATTERNS IN CRETONNES.

LOOSE COVERS MADE BY EXPERIENCED MEN.

LANE, CRAWFORD & CO. [30

"AQUARIUS."

A PURE,
DISTILLED TABLE WATER
IN
Quarts, Pints and Splits.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.

Hongkong, 21st July, 1909 [31

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 16th July, 1908. [69

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER

Hongkong, 2nd July, 1909. [27

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons. "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River
Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintan" and "Sanui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 8th AUGUST,
S.S. "SUI-AN,"
will depart from the COMPANY'S WINGLOK STREET WHARF at 9 A.M.
Departure from Macao 5 P.M.
Fares: Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [1

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager.

Hongkong, 5th February, 1909 [96

GRAND ILLUMINATION.

KOWLOON HOTEL

In honor of the 7th Anniversary of the Coronation of H.M. KING EDWARD the VII.

A CORONATION DINNER
(FOLLOWED BY AN OPEN AIR CONCERT),
will be served on 9th August, at 8 p.m.

The famous 13th Rajputs Band will perform during the Evening.

PRICE PER HEAD $2.

Hongkong, 30th July, 1909. [25

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU, Proprietor. N. BEUMENTHAL, Manager.

Telephone, 170. Telegrams "Astor." [64

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	To Sail
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ LUDWIG" Capt. F. v. Binzer	WEDNESDAY, 11th Aug., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BULOW" Capt. F. Trosch	About WEDNESDAY, 11th August.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" Capt. H. Raegener	FRIDAY, 13th August, 10 A.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Tembill	Beginning of August.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA

Hongkong, 30th July, 1909. [5

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

" TO and FROM JAPAN via SHANGHAI.

For	Steamers	Captains	To Sail on
SHANGHAI, KOBE, YOKOHAMA	AUSTRALIEN	X.	16th Aug., P.M.
MARSEILLES, via PORTS	ERNEST SIMONS	Girard	17th Aug., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	POLYNESIEN	Broc	30th Aug., P.M.
MARSEILLES, via PORTS	TONKIN	Charbonnel	31st Aug., at 1 P.M

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 3rd August, 1909. [9

MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

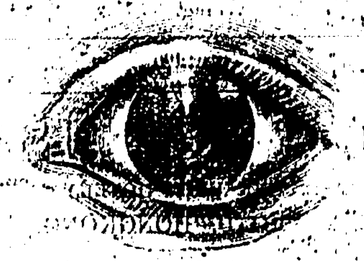
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shameen.

For further particulars, please apply to the COMPANY'S OFFICE at Shameen, Canton.

or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908. [14



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.

LONDON, CALCUTTA, SHANGHAI,

1, John Street, Bedford Row, W.C. 56, Hankow Road.

Hongkong, 4th March, 1908. [18

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	NO. 3 DOCK. (IN COURSE OF CONSTRUCTION.)
Docking Length ..... 515 ft.	Docking Length..... 376 ft.	Docking Length..... 481 ft.
Width of Entrance ... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks ..... 28 "	Water on Blocks ... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, April 28th, 1903 [46

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ld.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 3rd June, 1909. [463

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN Co., LTD.,

No. 8, Queen's Road West.

Hongkong, 9th March, 1909. [248

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.

Hongkong, 29th May, 1909. [408

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIPON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16B, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1909 [51

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.). Rents low.

Apply to—

THE COMPRADORE DEPARTMENT, E. D. Sassoon & Co., Queen's Road Central.

Hongkong, 24th February, 1909. [188

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1909. [52

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.

12, D'AGUILAR STREET, HONGKONG.

Hongkong, 3rd September, 1907. [14

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES*

Hongkong, 9th March, 1907. [1

FOR SALE.

"ADLER" TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND

Rent out by day or week.

REPAIR IS OUR SPECIALITY.

DRAGON CYCLE DEPOT,

38-35, Des Vœux Road, Central, Hongkong. [41

FIGHT AT A TEMPLE.

RED-ROBED CHINESE FIRE ON KUALA LUMPUR POLICE.

REMARKABLE THEORY PROPOUNDED.

The *Malay Mail*, of July 27, prints the following thrilling account of the affray:—

At about a quarter past eight yesterday evening, a detective brought news to Kuala Lumpur that a big meeting of Chinese was being held in the temple at the third mile on the Cheras road, between Pudu and Pudu Ulu. He further reported that those present were wearing bands of a blood-red colour round their arms, waists and heads.

On receipt of this information, Detective Insp. Cullen sent for a gharry, but not being able to procure one, proceeded to Pudu as quickly as possible in a ricksha. On arrival at the Pudu police station he ascertained that there might be from 200 to 300 men at the meeting, and he therefore rang up the police authorities in Kuala Lumpur informing them of the circumstances and asking for assistance.

Insp. Ellis then drove up. A force of detectives and constables from Kuala Lumpur and the local station—about 36 all told—was collected with all speed, and they then moved along the road towards the temple with the idea of reconnoitring. The distance between the police station and their objective was about half a mile.

ROAD BLOCKED.

On arrival by the temple, which stands immediately to the left of the road, among a few trees, and in a somewhat lonely situation, they found the road blocked by two wooden joists, which were placed right across it, some fifteen feet apart only, and opposite the entrance. This was at about 9.15.

HOT FIRE OPENED.

At this time the highway was deserted, save for a few Chinese pedestrians, who were sent back to the police station. Insp Cullen was slightly in advance with three detectives and he turned off to the left, on seeing the beams, and moved up to the gateway to the temple. Suddenly, without the slightest warning a hot fire, was opened upon them from several directions by men who had apparently been posted as pickets in various portions of the outlying works of the temple. One man, posted in some scaffolding over the gateway, was especially active with a revolver. It appeared that a species of ambush had been planned.

The situation was a serious one, for whereas the Chinese were posted under cover and in the semi-darkness afforded by the trees, the attacking force was out in the open—conspicuous targets in the moonlight on the white road. Then ensued, according to report, a scene of wild confusion, for independently of the noise caused by the firing, the Chinese within the temple started yelling wildly to the accompaniment of gongs.

COURAGEOUS INSPECTOR.

Meanwhile Insp. Cullen was in a nasty position, being isolated at the gate. He called out to his men, but in the confusion he does not appear to have been heard, and he at once found himself fighting for his life against five or six assailants, who were attacking him desperately with parangs. He was armed with a heavy stick and a revolver, and it says much for his coolness that he only defended himself at this juncture with the former. He managed, however, to do good execution with it until one of those attacking him cut him over the head, right through his peaked cap, which probably saved his life. In the excitement of the moment he does not appear to have noticed the wound until he found that he was being blinded by the blood. He then drew his revolver and fired three shots, receiving in return cuts on the wrists. By this time his position had become exceedingly desperate, and, unable to see distinctly and finding himself alone, he made a dash for his life.

The police meanwhile, it is reported, had been taken completely aback by the unexpected warmth of their reception, and had withdrawn slightly in scattered groups, and they then, under Insp. Ellis, opened fire. The Chinese then started to bolt in all directions. Insp. Cullen, it is reported, had been surrounded previously, and could not be seen from the road.

Ultimately the police retreated back along the road towards the police station, the Chinese attacking them in a running fight all the way. Red bands were found all along the route afterwards.

A LUCKY ESCAPE.

Reinforcements were then telephoned for and almost immediately afterwards those at the station were relieved to see Insp. Cullen drive up in Insp. Ellis' trap, which he had met further down the road. He then proceeded into Kuala Lumpur to have his wounds attended to. These consisted of cuts on the scalp, on the nose, and on both wrists, one of the latter being severe, owing to a blood-vessel being injured.

Reinforcements were then brought up from the depot and the High Street barracks under Capt. Jones-Parry, chief police officer, who was accompanied by the acting adjutant, Mr. Hannigan, and by Mr. Magill, one of the assistant commissioners. Patrols were sent out along the roads in the vicinity with instructions to separate and then close in to pick up stragglers. On arrival at the temple the party found the place deserted, save for the body of a Chinaman who was found dead just inside the gate, where the desperate struggle with Insp. Cullen had taken place. The man had a bullet wound in the head. Continuing their search the police noticed a considerable amount of blood and a parang near what may be described as the altar. One theory that we have heard propounded with regard to this is that the meeting was one of a secret society assembled to execute one of its members who had offended against its rules.

CASUALTIES.

Early this morning the bodies of three Chinese—including that of the man found in the gateway—were brought into Kuala Lumpur. All were decorated with red sashes. The police are reported to have made twenty-five arrests. Insp. Cullen was taken to the European hospital, where he passed a good night. The latest report is that he is progressing favourably. The other casualties among the police were as follows: a Sikh constable shot through the lungs—his wound is, of course, very serious, but he is reported to have a chance of recovery; a Chinese sergeant of detectives—Chong Seng by name—cuts on the mouth and scalp while pluckily endeavouring to assist the detective-insp.; another Chinese detective shot through the arm, and a Malay constable—who is reported to have borne himself well—with a parang wound in the shoulder. Several others, including Insp. Ellis, received minor injuries.

The above, says our contemporary, does not appear to have been the first occasion on which Insp. Cullen has had to face an awkward situation for it is reported that, when in the service of the Royal Irish Constabulary, during a case of eviction, he encountered a man with a revolver when he himself was unarmed. The former fired twice at close quarters, fortunately missing.

Public Companies.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SIXTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 10th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, declaring a Dividend, confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th July to the 10th August, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE, Secretary.

Hongkong, 20th July, 1909. [544

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 21st day of August, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1909.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 9th August, to SATURDAY, the 21st August, 1909, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,

J. R. M. SMITH, Chief Manager.

Hongkong, 31st July, 1909 [565

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd August, 1909, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd August, both days inclusive.

By Order of the Board of Directors,

GEO. A. CALDWELL, Acting Secretary.

Hongkong, 27th July, 1909 [559

Intimations.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.,

利廣隆家具公司

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at No. 39, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 5th August, 1909 [46

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—$36 per annum.

WEEKLY—$13 per annum.

The rates per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional $1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 22nd December, 1908. [49

Intimation.

Powell's

Gentlemen's Department.

NEW GOODS

SPECIAL

DINNER

SHIRTS

Fine Quality Cambric, with Soft Pleats, Light Weight, 10" × 3" Cuffs.

THE VERY ACME OF COMFORT.

$4.25 and $5.25 each

NECKWEAR

60 Dozen

ELEGANT TIES

JUST ARRIVED—

Fly Ends,

Four in Hands

AND

Oxfords

IN

CREPE DE CHINE,

POPLIN,

FOULARD,

MADDER,

Etc., Etc., Etc.

ABSOLUTELY THE

Latest Productions.

Inspection Invited.

POWELL'S

ALEXANDRA BUILDINGS,

and

28, Queen's Road.

Opposite the Clock Tower.

Hongkong, 23rd July, 1909. 99

Consignees.

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from Bordeaux ex s.s. *Ville de Cette* and *P. Leroy Lallier*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 9th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th August, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 9th August, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Agent.

Hongkong, 2nd August 1909 [9

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE," FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th August, 1909. [572

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CALEDONIA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *Marmora*.
From Australia, *ex* S.S. *Macedonia*.
From Calcutta, *ex* S.S. *Nore*.
From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 10th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 4th August, 1909 [4

Intimations

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

	Per Bot.
XXX Very Old Fine	$2.50
V.O.C.B. Guaranted 20 Years Old	5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE, Sole Agent.

Hongkong, 30th April, 1909. [40

D. NOMA,

PROFESSIONAL TATTOOER AND THE EXPERT REMOVER OF TATTOO MARKS,

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a speciality.

Hongkong, 1st September, 1908. [56

EDUCATION FOR CHINESE.

BRITISH AND GERMAN METHODS.

A correspondent of *The Times*, writing from Toyko, May 21, states:—"Why does not your Government support the Hongkong University scheme in the same way as the German Government is supporting a similar scheme at Kiao-chow?" was the probing question put to me by a Chinese fellow-passenger in the steamer from Hongkong to Japan. He was a Cantonese gentleman who had received the rudiments of Western education in Hongkong, and, having apparently done well for himself in the world, was very anxious to give his sons still large educational advantages. Knowing his own country thoroughly, he was also quite aware that if Chinese boys are to derive the full benefits of Western education from the point of view of moral training as well as of book-learning, they must be removed from the atmosphere of Chinese cities. He was, therefore, deeply interested in the scheme which is now afoot for creating a University in Hongkong where Chinese youths would not only receive the scientific training of which the Chinese stand so greatly in need if they are to develop the material resources of their country, but would also be subjected to the moral discipline of collegiate life under proper supervision and control.

The essential feature of the scheme is that all students shall reside in colleges and hostels where they will be constantly in touch with the British professorial staff, and this is the feature which above all other commends itself to the Chinese themselves. They will thus be with drawn from the unwholesome influences which so often surround Chinese students in a Chinese city and even in their own homes, whilst Hongkong is so largely Chinese, and Chinese at its best, that they will not be exposed to the same danger of becoming entirely denationalised to which those who are sent away for years together to a foreign country so frequently succumb. Nowhere has contact with the West served more happily than at Hongkong to develop the best features of Chinese character. The Tung-wa Hospital is one case in point—an institution maintained and directed entirely by the Chinese for philanthropic purposes. Other illustrations could be given, such as the organisation of Chinese dispensaries throughout the Colony by the initiative of the Chinese themselves, and the admirable Po Leung Kuk, an institution, also entirely Chinese, for the rescue, maintenance, and repatriation of Chinese women and children emigrants from all parts of China on their way through Hongkong, which has done a great deal to check the worst abuses of the emigration trade. Thus, whilst Chinese students at Hongkong would have in the social life of their own community, as well as in the government and administration of the colony, opportunities such as no Chinese city affords of seeing what the grafting of Western methods of organisation and West conceptions of civic usefulness on to a Chinese stock can achieve, they would find in the European hospitals, in the great naval and mercantile dockyards of the colony and in the workshops of the Kowloon-Canton Railway valuable object-lessons in the practical application of theoretical science.

From the British point of view the scheme is equally commendable, for it is surely of the utmost importance that, at a time when undoubtedly the leaven of new ideas is fermenting all over China, the rising generation from which so much is expected should be brought into close contact with the best aspects of British life. British influence may no longer be paramount in the Far East, but the supremacy of the English is as yet untouched, and just as the variety of provincial dialects in China has led to the adoption of "pidgin" English as the *lingua franca*, not only of foreigners, but of the Chinese commercial classes outside their own districts, literary English must serve as the one common medium of western learning until China has evolved a literature of her own on the lines of Western thought. But, unless we bestir ourselves, this advantage will be lost to us in the same way as so many other advantages have been lost to us in the field both of diplomacy and of commercial enterprise.

KIAO-CHOW HIGH SCHOOL.

The Germans, though the last comers, have set to with their usual systematic thoroughness. The latest official report of the German authorities at Kiao-chow contains instructive details concerning the high school which is about to be created there for Chinese students. Though in name only a high school, its scope is even larger than that of the proposed University of Hongkong, for in addition to a medical and a technical branch, there is to be an agricultural branch, including forestry, and a political science branch, comprising international law, State and administrative law, mining and maritime law, political economy and finance. The technical branch, to which special importance is evidently attached, is to include mining, electrical, and railway engineering, together with architecture and shipbuilding. In connection with the high school there will be a preparatory school of six classes on the lines of a German *Realschule* without Latin, for which pupils will be received from Chinese Government schools, as well as from other German schools already existing in China. The whole scheme is worked out on broad lines capable of the greatest expansion. Nor do the German authorities entertain the slightest doubt about the advisability of burdening the State with expenditure directed to important ends. "The monies that have been raised in Germany from private sources for educational purposes in the Far East must be regarded as wasted unless an organisation is created along definite lines with definite aims, which in close co-operation with the Chinese Government, will bring German intellectual life nearer to the new China that is now awakening."

SCHEME OF THE "EMERGENCY COMMITTEE."

It is this last sentence of the German report which the "China Emergency Committee" would do well to take to heart before persisting in its own scheme, of which the one result that can be safely predicted is that it will split up British resources and British enterprise to the detriment of the Hongkong University. The scheme put forward by the "China Emergency Committee" under the powerful patronage of Lord William Cecil is also well known to your readers. How far a "federation" of schools—for the colleges referred to in that scheme are nothing more than schools—scattered throughout China can be converted into a University by the mere addition of a central body of professors is more than doubtful; but what is quite certain is that none of these establishments pent up in Chinese cities can have either the educational atmosphere or the broad outlook of a University located in Hongkong. It is perhaps not unnatural that as a clergyman Lord William Cecil should be anxious to secure a preponderancy of missionary influence but a bias so distinctly proselytizing is hardly calculated to allay the distrust which still exists amongst the Chinese official classes in regard to Western educational methods, whilst the deliberate preference given to the cultivation of abstract sciences and philosophy father than to more material subjects such as engineering and medicine will scarcely commend his scheme to the hard-working middle-classes in China, whose mind is set upon the acquisition of practical knowledge. In its present form the scheme is altogether too crude to repay detailed criticism. What, however, seems most regrettable to those who willingly recognise the excellent intentions of Lord William Cecil and his friends is their utter disregard of opinion, whether British or Chinese, which does not happen to coincide with their own. One would have imagined that before launching his scheme Lord William Cecil, who was at Shanghai only a few months ago, would have spared a few days to make personal inquiries at Hongkong as to the merits of a University scheme which has enlisted the support not only of so distinguished a Governor as Sir Frederick Lugard, but of so influential a Chinese community as that of Hongkong. In the eyes of a little Englander the fact that Hongkong is a British colony might seem to be in itself a disqualification, but that cannot be the case with Lord William Cecil. It is apparently one of the many instances of the lamentable inability of Englishmen to realise the necessity which the Germans so thoroughly understand of co-ordinating all the national resources "along definite lines and with a definite purpose," if we are to meet successfully the keen competition of our times in every department of life. I am afraid I failed to make my Chinese fellow-traveller understand why the British Government should consider it absolutely improper to do for Hongkong in this matter what the German Government deems it its duty to do for Kiaochow; but I should have failed still more utterly had I attempted to explain to him the peculiar disabilities of the British character for concerted action, of which the well-meant proceedings of the "China Emergency Committee" afford such a discouraging illustration to those who are interested in the maintenance of British influence as a powerful instrument of progress in the Far East.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on SATURDAY, the 7th August, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF JAPANESE CURIOS, Comprising:—

SILK-EMBROIDERED and CUT-VELVET SCREENS and KAKEMONOS, CARVED IVORY FIGURES, CARVED BRASS BOWLS, VASES and BUDDHAS, KOGO BOWLS and VASES, MOKUDZU TEA SETS and VASES, KINKOSAN SATSUMA TEA SETS, VASES and BOWLS, OLD JAPANESE ARMOURS and CLOCKS, NAGOYA TEA SETS, &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 3rd August, 1909. [570

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, on MONDAY and TUESDAY, the 9th and 10th August, 1909, at 10 A.M. each day, at H.M. Naval Establishments,

SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES, Comprising:—

Old and Surplus Naval Stores:—CHAIN, WOOD BLOCKS, HOSES, TOOLS, OLD IRON and METAL, OLD MACHINERY, ELECTRIC CABLE and GEAR, MATS and MATTINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, SURGICAL INSTRUMENTS, &c., &c.

Old and Surplus Victualling Stores:—PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES, and a quantity of ELECTRO-PLATED ARTICLES, &c., &c.

Catalogues will be issued.

TERMS OF SALE:—As Customary.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 23rd July, 1909. [551

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realized from simple speculation, but the *great* fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOLE'S PREPARATION

have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anæmia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you." Sold by all chemists.

9

12-FIGURE CODE.

A SIMPLE method enabling any 12-Figures to be cabled in one word of Ten Letters. Any two words from ABC 5th, A1, or any Standard Code can be cabled in ONE WORD, including indicator and Check Figure.

Mutilations in messages immediately detected.

Complete on One Double-page.

Please address at once, as Advertiser is leaving the Colony on 5th inst., to CODE, C/o *Hongkong Telegraph*.

Hongkong, 3rd August, 1909. [569

THE DRAPERY EMPORIUM,

7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN and CHINESE USEFUL ARTICLES OF CLOTHING, FANCY GOODS and TOYS AT VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season Gentlemen's and Children's.

HATS, BONNETS (Hat Flowers), RIBBONS, LACE, BRIDAL VEILS, FANCY DRESS GOODS, MUSLINS, LAWNS, NAINSOOKS, SHIRTINGS, ALPACCAS, HOSIERY, ENGLISH and AMERICAN FOOTWEARS, &c., &c.

Prices and Samples on application.

Best attention to all Coast Port Orders.

Hongkong, 16th April, 1909. [546

O. C. MOOSA

1 & 3, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed HATS, RIBBONS, FLOWERS, FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS IN VARIOUS COLORS.

MOUSQUETEIRE GLOVES IN WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVEILINGS, VOILES, &c., &c.

LADIES' and CHILDREN'S UNDERCLOTHINGS.

Samples on application. Coast Port orders carefully executed.

Hongkong, 30th September, 1908. [57

WEATHER-FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.		
1.	A CONE point upwards	Indicates a Typhoon to the North of the Colony.
2.	A CONE point upwards and DRUM below	Indicates a Typhoon to the North-East of the Colony.
3.	A DRUM	Indicates a Typhoon to the East of the Colony.
4.	A CONE point downwards and DRUM below	Indicates a Typhoon to the South-East of the Colony.
5.	A CONE point downwards	Indicates a Typhoon to the South of the Colony.
6.	A CONE point downwards and BALL below	Indicates a Typhoon to the South-West of the Colony.
7.	A BALL	Indicates a Typhoon to the West of the Colony.
8.	A CONE point upwards and BALL below	Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	San Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light-houses.

F. G. Fiss, Director.

[illegible] July, 1909.

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE AND REFRESHING.

Watson's FRUIT SYRUPS

mixed with aerated or plain water make excellent refreshing beverages.

Guaranteed to be made from the pure juice of sound ripe fruit.

A. S. WATSON & CO., LIMITED,

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909. [28

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)—

DAILY—$36 per annum.

WEEKLY—$18 per annum.

The rates per quarter and per mensem, proportional Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional $1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTHS.

ON July 31, 1909, at Shanghai, the wife of George Michael Billings, of a daughter.

ON August 1, 1909, at Shanghai, the wife of W. A. H. Moule, of a daughter.

DEATH.

ON July 30, 1909, at Shanghai, Wyun Kerl, chief officer of the S.S. *Hudson* of the Standard Oil Co., aged 55 years.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 5, 1909.

CONDENSED MILK IN JAPAN.

A certain authority interested in the manufacture of condensed milk contributes an article to the *Toyo Keizai* in which he urges an improvement of the breed of milch cows, in Japan with a view to increasing the production of milk. According to the translation in the *Japan Chronicle*, which we quote, a reference to the trade returns will show that the demand for condensed milk in Japan has been steadily increasing, says the writer, and there is no doubt that this tendency will be maintained in the future. In 1903 the value of condensed milk imported amounted to ¥970,000, but since then the amount has been rapidly expanding until in 1908 it reached ¥2,400,000. Considering that the trade in this commodity has shown an increase of 20 per cent. on the preceding year, even at a time when trade in general was suffering from extreme depression, the promising nature of its future may well be imagined. The fact is that the use of condensed milk among the Japanese is becoming more general and widespread with the advance in the standard of living, while its value for purposes of child-nursing is becoming more and more appreciated. Despite these circumstances the condensed milk industry in this country is in its infancy, and though there are several milk-condensing factories in Japan they are neither extensive nor in a prosperous condition. The chief reason why Japan is unable successfully to compete with the foreign article is that the cost of pure milk is so high, which naturally makes the price of condensed milk higher that that of the foreign production. The high price of milk is of course due to the undeveloped condition of cattle breeding in this country. The average price of milk in Japan is 20 sen. per *sho*, and, as it requires 6 go of milk and 30 momme of sugar to make one kin of condensed milk the cost of the materials per kin amounts to 14½ sen. This is the sum required after allowing for the rebate on sugar used in the manufacture of condensed milk. This regulation came into operation last year, prior to which time the cost was even higher. In these circumstances, it is not surprising that there should be a growing demand for imported condensed milk, even handicapped as it is by a duty of about 40 per cent. The comparatively low price at which the foreign article is sold is due to the low cost at which milk and sugar, especially the former, are obtainable abroad, and so long as the production of milk is limited in Japan as at present it can hardly be expected that the price of condensed milk will be lowered. Circumstances, however, do not allow of Japan conducting her dairy farming on such an extensive scale as farms in America and Australia, and therefore it is advisable to improve the breed of milch cows and to try to extract a comparatively large quantity of milk from a given number of animals, as is done in Holland. The average yield of milk in Japan at present is about two *sho* a day per head, the daily income from which is only 40 sen. As the feeding and tending of a cow costs about ¥12 a month, there is little or no profit for the dairy people, and a lowering of the price of milk can scarcely be expected in the present circumstances. There is, however, much room for materially increasing the production of milk by an improvement in the breed of milch cows, thereby bringing about a lowering of the price of milk. This is what should be aimed at by dairy farmers in Japan.

LOCAL AND GENERAL.

THE French mail of the 6th July was delivered in London on the 4th inst.

THE creation of a military aviation office was gazetted at Tokio on 1st inst.

IT is reported that Tang Shao-yi will be gazetted Vice-President of the Waiwupu.

THE abolition of the Korean War Office was pronounced by Imperial decree on the 1st inst. at Seoul.

VICEROY Tuan Fang was to perform obsequies before the deceased Emperor and Empress Dowager's remains on August 5.

MR. N. Ohtani has been appointed to the post of assistant manager of the Nippon Yusen Kaisha in Hongkong, *vice* Mr. B. Mori transferred to Yokohama.

BISHOP D. Pozzoni, accompanied by his secretary, Father P. de Maria, paid an official call on H.E. Sir Joachim Machado, K.C.M.G., at Kingsclere, on Tuesday afternoon.

THE President of the South Manchuria Railway declares that preparations have been completed for the reconstruction of the Antung-Mukden Railway as soon as the necessary order is given.

ONE of the clerks of the Grand Secretariat, who is a newspaper correspondent and who disclosed the proposed posthumous titles to be conferred on the five officials in Peking murdered by the Boxer Government, has been sentenced by Imperial Decree to transportation.

THE Shanghai Magistrate, under orders from the Anti-Opium Bureau in Soochow, has distributed the licences issued to opium-smokers for the purchase of opium, to the Chinese Police Offices through the Chinese Municipal Council. Opium smokers are notified to apply for licences at once.

A SANDAKAN correspondent writes:—The s.s. *Borneo* arrived from Hongkong yesterday morning, and reported a very heavy passage down. She brought down, in tow, a very powerful steam launch for the Cowie Harbour Coal Co., Ltd, for use at Tawao; the launch was formerly a tug of the Hongkong and Whampoa Dock Co. in Hongkong Harbour, and will doubtless prove a valuable acquisition for the coal people at Sebatik.

Beggar to Philanthropist.

LIFE STORY OF A SHANTUNG MENDICANT.

VICEROY YUAN SHU-FUN'S APPRECIATION.

A remarkable story, vouched to be absolutely accurate in all its details, is related in a native contemporary. A Chinese correspondent kindly forwards to us the following translation of the story, which has appealed to a large number of the native community in Hongkong the more so, as they remark, at a time when efforts are being energetically directed in high quarters to elevate the educational status of the Chinese:—Moo Fun, who was a native of the Shantung Province, began life as a mendicant; he was a man of the lowest order and humblest position, but his later deed earned for him wide renown throughout the Empire and had to do with the promotion of education. His father died while he was yet in his minority. He went about with his mother to beg for alms, and when he obtained food, he was wont to give to his mother first, whereby he was called a filial son. At the age of seven his mother died from illness, and Moo Fun still pursued his avocation of a mendicant. What troubled him was that he was destitute of knowledge and had no education. When he saw the country boys go to school, he followed them trying to learn some things out of them; but the lads despised and insulted him. Moo became much engaged thereat, and took the resolution that he would teach the people to learn. During the day he went out begging, and at night he spun hemp or milled rice or wheat for others. He saved all his earnings from the latter occupation, and during twenty years or more his savings amounted to ten thousand odd dollars. With this money he established public schools and donated funds towards the maintenance of educational institutions. He died in 1898 at the early age of a little over forty years. Before his death someone advised him to procure a wife, but his reply was that a married man would have children whose support might have swallowed up his earnings. As for himself he preferred to remain single in order to accomplish his life-long end. He, therefore, remained a bachelor all his life. All the public schools established by him were placed under the charge of inspectors engaged by him, while he himself abstained from taking any part in the management of the schools. It was his pleasure to hear boys reading their lessons daily. When a teacher became idle, he would go on his knees before him, so as to induce him to industry. He thus became much respected. For an uneducated man like Moo Fun, who had been a mendicant for over three decades and who devoted all his earnings to the promotion of educational enterprises, none would gainsay that the good work he had performed for the benefit of men was in a sense of incalculable value.

Now, His Excellency Yuan Shu Fun, Viceroy-designate of the Two Kwang Provinces considering Moo Fun to have been a model among men, has thought it not only fit and proper to build a memorial in remembrance of the man's golden deed, but to place the act on record in the Imperial Archives in order to stimulate the people and furnish emulation to those of the future generation.

His Excellency has therefore petitioned the Throne on the subject and his request has now been granted accordingly.

THE LATE MR. PERCY COCKE.

BODY RECOVERED.

It may be remembered that on the afternoon of the 2nd inst. a sad harbour fatality occurred in Gin Drinkers Bay, whereby Mr. Percy Cocke, a young and popular warder attached to the Victoria Gaol, lost his life by drowning. The circumstances which attended the fatal accident were very distressing, but as particulars have already appeared in the *Telegraph*, a recapitulation here is not required. The dead body of the deceased officer was recovered off the Cosmopolitan Dock by the Water Police shortly after ten o'clock this morning and was immediately removed to the mortuary for the usual inquest.

FIRE AT OSAKA.

TERRIBLE SCENE OF DESTRUCTION.

Tokio, July 31.

The worst conflagration that has been known for many years occurred at Osaka early this morning and is still raging.

Two thousand houses and many temples are already destroyed. A combination of a strong gale and failure of the water supply defeated the efforts of two regiments of troops and 2,000 men of the police and fire brigades who were called out to do battle with the flames. This evening the military are clearing a safety zone about the fire.

There have been terrible scenes of confusion. It is impossible to say when the fire is likely to cease. The gale is still raging.

Kobe, Aug. 1.

The Osaka conflagration is really a calamity. The whole of the north ward, practically one fifth of the city, is destroyed including the Appeal Court, the Rice Exchange, several old temples, the Municipal Office, the Commercial Museum, the Observatory, hospital, higher Commercial School and some banks.

There has been little loss of life. The fire raged unchecked for thirty-three hours. A whole division of troops and thousands of police and firemen were called out, but there was a lamentable absence of a directing head, and an equally deplorable and discreditable lack of facilities for the suppression of fire.—*N. C. D. News.*

Lepers of Kwangtung.

AGED PRIEST'S HUMANITARIAN WORK.

"A BLUE FEAR OF LEPROSY."

About two years ago we presented a sketch in these columns of the scheme the aged priest, the Rev. Father Conrardy, had in view of establishing a leper settlement for the Chinese near Canton. The veteran humanitarian, who is over seventy years of age, has lost no time in pushing forward his scheme, which we are glad to note, is now an accomplished fact. Father Conrardy is now in Hongkong convalescing after a serious attack of bronchitis to which he is very susceptible.

It is well known that the reverend gentleman has never ceased in his labours on behalf of those suffering from leprosy, having spent many years with the lepers of Molokai, Hawaii where he assisted Rev. Father Damien up to the time of his death, being with him during the last moments, and continuing the charge for seven years afterwards, until their welfare was well assured. He then took up work among the Chinese, where he was first some thirteen years ago, as he found they were the most neglected of all the lepers of the world, and that there was no Government help available for them. To obtain funds, he undertook a tour through cities of Europe and America, lecturing to the charitable and sympathetic of all races and creeds. Finally, feeling he had obtained sufficient funds for the time at least, he, about two years ago, went to his old field of labour in Canton. From the several cities he visited on his collecting tour he forwarded to the Roman Catholic Bishop of Canton the moneys given him, which amounted to about $30,000—the net result of two years' hard work. This sum he counted upon having invested at 5 per cent., and from the proceeds hoped to be able to do something towards helping in a small but permanent way the poorer lepers.

A letter, dated the 10th May last, addressed to the humanitarian's friends in Montreal, expresses the warmest feelings of gratitude to his friends in Canada, and Montreal especially, for their generosity two years ago, and wishes that in some manner it be made known the disposition he has made of the funds they assisted him to collect. At the time of writing he was convalescing in the hospital from an attack of acute bronchitis, resulting from a drenching got about two months previously in walking from the leper village.—He was not well able to resist the attack, having last January dislocated his left shoulder in a fall he had in the dark while going a long distance upon his mission duties.

—On his arrival in China, he was well received by the Viceroy and high officials. He went to a leper village which he had visited thirteen years before, and found there over 600 lepers.—He began work at once, under unfavourable circumstances. First a leper house was given him, but no furniture, and he had to do the best he could in dressing the afflicted. The conditions under which he had to work were such as to multiply his labours to a most fatiguing extent, in addition to which he had to walk many miles to and from the leper settlements. The food obtainable in those remote places is meagre, and of the poorest, frequently only an egg or two and a crust of bread.

In his letter he says: "My work every day increases. I had some cases of bubonic plague and also of cholera. Oh! what sad, sad cases, I had before my eyes. Three or four lepers in each little room. These have a door, but no air, and I had to stay near these miserable human beings, some of them lying on the bare ground, and no one to attend upon them. Most of the people have a blue fear of leprosy. I was often called "Ma Fung" (i.e., leper) So would cry the children, seeing me coming, and would run away from me. I was told by some I would do well to remain altogether with the lepers no matter if I was to die in a few weeks. I find it strange—that incessant fear of leprosy, which accounts for the cold attention to the afflicted. I am not well, but I hope God will give me a few more years to work for the lepers. I bought an island 60 miles from Canton up the river, and caused houses to be put up. Twenty lepers were already there, and forty upon the shore. I could have now, God knows, over 1,000 lepers to care for. If only I can live five years more. I have well begun; it would be easy now to go ahead.

I have to see the Viceroy to see if he would allow me 5 cents per day for the lepers in my charge. I have spent over one-third of the money I collected, for the purchases of the land, the buildings and the improvements, so I will have only $1,000 a year income on the money I have left at 5 per cent. The United States, San Francisco, have only 22 lepers mostly Chinese, to which the States give $6,000 a year. In Massachusetts, New Bedford, 5 lepers cost $9,000 a year. Louisiana, 50 lepers cost $14,000 a year. In Molokai, $75,000 for less than 800 lepers; and here I could keep each 1,000 for $6,000 a year, having no salaries to pay, no physician's fees, nor superintendence, but I do not know if I will be able to control hundreds of lepers. Among them there are bad characters, but if they do not obey I will send them away. I have 12 Chinese soldiers for protection against pirates and bad lepers. If I was only 40 years old; then I feared no one and nothing.

I have trained two lepers, a boy and a girl, as helpers. The three of us often work ten hours a day."

It would appear that the work to be done amongst lepers of China is enormous, and the workers and means are totally inadequate for even a small part of it. The task voluntarily undertaken by Father Conrardy is one that cannot fail to excite the admiration of all humanitarians, and all will hope for the speedy recovery of the old gentleman so that he may soon be in the field of his labour in the noble work of alleviating the misery of suffering humanity.

THE ICE CASE.

SUPREME COURT LITIGATION CONTINUED.

Interesting side-lights were thrown on the affairs of the Hongkong Flour Milling Company, now defunct, but with the management of which in its prosperous days the late Mr. A. H. Rennie was so prominently identified, when the case was resumed this morning in which the Hongkong Milling Company, Limited, in liquidation, claimed the sum of $100,000 from Messrs. Arnhold Karberg & Co. The plaintiffs, who are in liquidation—Mr. H. Percy Smith being the liquidator—claimed this amount for damages for alleged breach of warranty under an agreement dated 23rd March, 1907.

Sir Francis Piggott (Chief Justice) and Mr. Justice Gompertz presided.

Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, of Messrs. Hastings and Hastings, appeared for the plaintiffs. Mr. Duncan McNeill and Mr. C. J. Alabaster, instructed by Mr. H. W. Looker of Messrs. Deacon, Looker and Deacon, appeared for the defendants.

Mr. Slade put in fresh correspondence and drew their Lordships' attention to two blocks of ice which belonged to the Hongkong Milling Company which were in Court.

The Chief Justice—Are you going to put the ice in?

Sir Henry Berkeley—Yes, my Lord, (Laughter).

Mr. McNeill—There are twenty lbs. of ice in the Hongkong Ice Company's stores which are very suitable for our arguments. We applied to the Company to sell the ice but this they declined to do. Counsel on the other side was then asked to instruct the manager to let us have the ice. My friend refused and therefore I apply to the Court to be allowed to have the sample.

Mr. Slade—It is not a fair example of our produce. It is not anything like a fair example.

Mr. Justice Gompertz—Surely, you can put it in evidence?

Mr. Slade said he left the matter to the discretion of the Court.

The Chief Justice—It is a legitimate application and the difference in quality can be explained thoroughly by the manager.

Mr. Slade said that he had been asked by the other side to raise the question of the privilege attaching to certain letters written by Messrs. Arnhold Karberg and Company to their other branches with regard to the trial of the plant on the 23rd June when the question arose with regard to the difference in the produce of the Hongkong Milling Company and the Hongkong Ice Company, when the block of the Hongkong Ice Company was taken to Junk Bay and compared with the produce of the Milling Company in the presence of all parties concerned.

At this stage, considerable discussion arose with regard to the putting in of some letters which Mr. McNeill said he was entitled to.

Mr. H. F. Chard was called to the witness-box.

Mr. Slade—Were you a partner in A. H. Rennie and Company?—Yes.

A. H. Rennie and Company were the General Managers of the Hongkong Milling Company?—Yes.

Were you a partner in the firm when the negotiations with regard to the ice plant were in progress?—No. I was an assistant then and became partner afterwards.

After the death of Mr. Rennie, the company was in liquidation?—On the 21st April, when I was appointed Official Liquidator.

Until when did you occupy that position?—Until December, when I was succeeded by Mr. H. Percy Smith.

Did you know the details of the negotiations which passed between Mr. Rennie and Messrs. Arnhold Karberg and Company?—No.

What position did Messrs. Arnhold Karberg and Company hold?—They signed per pro.

Who erected the ice plant?—A man named Buyer. Another man also came down from Tientsin for about two weeks, but Buyer was the chief man in charge.

When did you receive formal notification that the ice plant was ready?—About the 6th of June.

During this time, were you present on the Milling Company's premises?—Practically every day.

Proceeding, Mr. Chard said that on the evening of the 6th June, the crane which was used to lift up the tons of ice broke owing to an accident. As the repairs could not be carried out on the Milling Company's premises, it had to be taken to the Dock Company and at the end of about nine days the crane was brought back to the Milling Company, where a fresh test was carried out, which turned out successful.

How was power provided for the running of the machinery?—By a Diesel engine of 150 h.p.

On the making of this test, the plant was run day and night?—Yes.

What quantity of ice was turned out daily?—Mr. Buyer gave me to understand that the quality was to be considered first and the quantity after.

Was any arrangement made to test the quality?—Buyer told me that the ice plant was working splendidly and was turning out the best ice it was capable of.

Did you see any member of Messrs. Arnhold Karberg and Company?—I saw Mr. Wolff.

Did Mr. Wolff make any statement with regard to the quality of the ice?—I can't remember. I pointed out the importance of the test run to Mr. Arnhold before we formally inspected the ice.

What answer did Mr. Arnhold give?—He said he was quite satisfied and would have the comparison as to quality carried out next day.

Continuing, witness said that on the 23rd June, the premises were visited by Mr. C. H. Ross (of Messrs. Jardine, Matheson and Company), Sir Paul Chater who was a director of the Milling Company, Mr. Gibson (Chartered Bank) and Mr. Haxton, manager of the Hongkong Ice Company, who came separately with a block of ice of the Hongkong Ice Company. Besides these gentlemen, there were also Messrs. Buyer and Wolff and the manager of the Milling Company. Buyer took out from the cans ice newly made. It was shown to those present alongside the block of ice of the Hongkong Ice Company. Nothing material was said at the time.

After the 23rd, did the defendants run the ice plant until any further time?—To the afternoon of the 25th.

It has been pleaded by the defendants that if the ice was made more carefully, it would have been of better quality.—That had nothing to do with the making of the ice. Mr. Buyer was solely responsible.

Did you ever run the plant on your own account?—Never.

Was there any obstacle placed in the Milling Company's way with regard to the trials?—They never asked for a further trial.

Was there any suggestion made as to the insufficiency of the trial?—No.

After June, how long did Mr. Buyer remain in charge of the plant?—Until 15th July.

After further examination, the case was adjourned.

THE "WHANG HO."

INTERESTING CENTENARIAN OFF SOURABAYA.

VOYAGE OF CHINESE PIRATE CATCHER.

An interesting though rather crude-looking craft arrived at Sourabaya the other day, says the *Java Times*, and many conjectures were made as to whether her intentions were hostile or otherwise, as she sailed up the harbour with the gaping mouths of cannon showing on either side, and other warlike implements on board. All fears were groundless, however, for it turned out to be the old Chinese pirate catcher *Whang Ho*, which has been purchased by an American syndicate and is being taken round the world for show purposes.

The *Whang Ho* left Tahiti on June 28 of last year for New York, by way of Cape Horn, but after being at sea about forty days met with a severe southerly gale, during which the primitive Chinese rudder (worked by a long tiller) was broken, and the vessel blown out of her course. Repairs to the rudder were eventually effected, and Capt. Wilms dismissed the idea of going via The Horn, deciding that the route via Torres Strait, the Indian Ocean and the Cape of Good Hope would be safer.

MYSTERIOUS JUNK.

After a lapse of some days breakers were seen ahead and the captain found himself near the Great Barrier Reef—a coral reef a little over 1,000 miles long which extends nearly the whole length of the Eastern Coast of Queensland. This dangerous reef was negotiated by good luck and good navigation (the captain being totally without chart) and the boat was brought up on the main coast of Australia. In this part of Australia, to the writer's own personal knowledge, there is only one family of whites, the rest of the inhabitants being Australian aboriginals. Not knowing his exact whereabouts the captain anchored in a small bay, intending to sail northerly along the coast and hoping to strike Thursday Island.

During the course of the night, however, the Captain of a steamer bound from Brisbane to Thursday Island saw the mysterious junk, in a secluded spot, and as Australia was at the time stringently enforcing the Opium and Alien Races Restriction laws, he was naturally suspicious, and reported the matter on arrival at Thursday Island. The receipt of the news caused quite a sensation, the local paper came out with a startling edition, and the populace were in a state of excitement. The sensational local editor ventured the opinion that as New South Wales was shipping a lot of gold to Japan, this armoured junk was in wait on this practically deserted part of the coast to relieve the Jap. of part of her cargo. The Collector of Customs, accompained by other government officials, sailed down and boarded the junk in the Albany Pass, and their worst fears were soon allayed.

MATE LOST.

A new rudder was fitted on Thursday Island, and the vessel started on her trip to Sourabaya. Crossing the Gulf of Carpentaria she was again unlucky in meeting with another gale, which blew her once more out of her course down the Gulf to the mouth of the Batavia River. Here she fell in with a German missionary, who did everything possible to assist her. While anchored in the Batavia River the acting mate went on shore for a walk, but as he did not turn up that night the captain was a little afraid that he had got lost in the bush or was the victim of foul play at the hands of the natives, of whom there are many hostile tribes in this part. The following day Capt. Wilms enlisted the services of ten members of a friendly tribe, but without result. Meanwhile a native tracker from Napoon reserve was sent for, who succeeded in picking up the missing man's tracks, and eventually brought him back to the junk in a starving condition, after having been without food of any kind for four days.

A course was then steered for Sourabaya, where the vessel arrived without further mishap.

The *Whang Ho* is a wooden junk of 77 tons, 110ft. long 24ft. beam, has a draft of 6 to 8ft., and is said to be 110 years old. Her frames appear to be all of camphor wood with masts of Formosan mahogany. She has a double bow ornamented with characteristic Chinese dragons. She has a fine roomy cabin aft, fitted with furniture of a dark wood-like ebony, beautifully inlaid with mother-of-pearl and ivory, with marble tops to tables, chairs etc. She has an armoury of weapons belonging to bygone days, consisting of boarding-grapnels, pikes, tridents, etc. There are also other implements of torture on show, such as the death cages, drowning-baskets, bleeding-boards, and so on which were used to despatch the pirates on capture. The *Whang Ho* is certainly worth a visit.

Capt. Wilms is accompanied by his wife, son and daughter and we commend their bravery in making the long voyage in such a small craft. We wish them bon voyage and safe arrival.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CANTON-HANKOW RAILWAY.

NEW VICEROY TO REPORT.

[*By courtesy of the "Sheung Po."*]

Peking, 4th August.

A telegram has been despatched to H.E. Yuan Shu-fun, Viceroy-designate of Canton, by the Grand Council directing him to use his best endeavours to protect the interest of the Canton-Hankow Railway Co., to raise large funds, and to submit a detailed report on the working of the Company.

VICEROY TUAN FANG.

ASSUMES DUTIES.

[*By courtesy of the "Sheung-Po."*]

Peking, 4th August.

Viceroy Tuan Fang has decided to proceed to his new post to-day.

OPIUM CONFERENCE.

TO BE HELD AT THE HAGUE.

[*By courtesy of the "Sheung Po."*]

Peking, 4th August.

The British and American Ministers have notified that the next Opium Conference is to be held at The Hague.

TIBET.

REFORMS PROPOSED.

[*By courtesy of the "Sheung Po."*]

Peking, 4th August.

Lun-yu and Wen Tsung-yao, High Commissioners of Tibet, submitted a memorial some time ago urging that early steps be taken to convert Tibet into a Province and that men well versed in educational matters should be sent there to promote education among the people.

GRAND COUNCIL.

INCREASE OF COUNSELLORS.

[*By courtesy of the "Sheung Po."*]

Peking, 4th August.

The Grand Concillors are awaiting the return of Na Tung to the Grand Council in order to confer with him as to the advisability of increasing the number of Grand Councillors.

SHANGHAI-NANKING RAILWAY.

REDEMPTION CONTEMPLATED.

[*By courtesy of the "Sheung Po."*]

Peking, 4th August.

It is proposed by the Ministry of Posts and Communications to redeem the Shanghai-Nanking Railway.

The Ministry has already provided funds for the purpose.

FLOODS IN MANCHURIA.

LARGE MORTALITY.

[*By courtesy of the "Sheung Po."*]

Kirin, 4th August.

There has been a heavy flood and the whole city is under water.

Over a thousand persons have been drowned.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate-General from the Manila Observatory:

5th August, 11.15 a.m.

5th August, 10.35 a.m. Cyclone or typhoon S.E of Naha moving W. or W.N.W.

HONGKONG WATER POLO SHIELD COMPETITION.

FIFTH ROUND.

VICTORIA RECREATION CLUB *vs* BOYS' OWN CLUB.

The V. R. C. met and defeated the B. O. C. in the first match of the 5th Round of the Hongkong Water Polo Shield Competition yesterday afternoon at the former's enclosure. From the outset of the game the home team pressed matters and the play was continually in front of the Boys' goal; the latter defended their citadel well, however, the V. R. C. representatives only being able to score 3 goals in the first spell and another 3 in the second. The following represented the competing teams:—

V. R. C.:—L. E. Lammert (Capt.), A. E. Alves, A. H. Carroll, A. V. Barros, A. A. Claxton, P. M. Remedios and J. M. Rosa Pereira.

B. O. C.:—A. R. Ellis (Capt.), A. S. Ellis, M. A. R. Souza, B. Muskett, H. J. White, P. Yvanovich, and Leitão.

To-morrow afternoon, at 5.30 p.m. The Buffs will meet the 88th Co. R. G. A. and at 6 p.m. on the same day the 83rd Co. R. G. A. plays the 87th Co. R. G. A.

MACAO'S DELIMITATION.

CHINESE COMMISSIONER'S VISIT TO CANTON.

[*From Our Own Correspondent.*]

Canton, 4th August.

The Chinese Delimitation Commissioner, H. E. Ko Yu Him, arrived here yesterday from Hongkong by the shallow draft cruiser *Kiang Ta*. It is reported that the purport of H. E. Ko's visit to Canton is to consult with the Acting Viceroy, H. E. Wu, on matters having reference to the subsisting negotiations with the Portuguese Delimitation Commissioner on the Macao boundary question, as he has experienced some difficulties in his delicate mission.

SHANGHAI SWIMMER'S SUDDEN DEATH.

VICTIM OF CHOLERA.

We regret to announce that Mr. J. Gibson, who on Friday night played with such success in the water polo match for the Shanghai International Swimming Club, against the team selected by Mr. Fowler, of the Shanghai Rowing Club, died suddenly on Saturday morning, reports the *N. C. D. News* of 2nd inst. Death was due to cholera. When the contest was finished Mr. Gibson remained at the baths for some time talking with friends, and in the course of conversation remarked that he was suffering a little from abdominal pains. Neither Mr. Gibson nor his friends, however, took much notice of the pains, thinking they were merely a passing spasm. Soon afterward Mr. Gibson took a drink of water from the tap and later on he had a Japanese iced lemon drink. The group remained talking until about one o'clock on Saturday morning. Beyond the slight pains mentioned, Mr. Gibson seemed in good health. After arriving home, however, his condition became serious and he was taken with all promptitude to the Shanghai General Hospital where he expired at 9.30 on Saturday morning.

Mr. Gibson, who was a native of Oldham, England, was twenty-seven years old, and arrived here about three years ago, under contract to Messrs Bruce, Peebles & Co., being employed by that firm in their Construction Department in connection with the installation of the electric tramway system. Recently, however, he left Messrs. Bruce, Peebles & Co., and joined the Standard Oil Co. where he was employed at the time of his death.

Mr. Gibson was a new member of the International Swimming Club, and played for his club for the first time on Friday evening. His playing was marked by a cleanness and soundness which stamped him as a decided acquisition to the ranks of the club. He scored the first goal for the International on that evening.

The suddenness of the death caused a shock to his many friends, especially in sporting circles, where he was very popular, and sympathetic references were made to the sad event throughout Saturday and Sunday.

The funeral took place yesterday, the interment being made in the Bubbling Well Cemetery in the presence of a large gathering, which included Mr. C. H. Blake, acting-manager of the Standard Oil Co., and members of the Shanghai International Swimming Club. The Rev. A. J. Walker, M.A., officiated at the graveside. Messrs. W. Jones, S. Serall, A. C. Leach, J. Vivian, R. A. Parker, A. S. Damon, T. E. N. Rosser and E. Rosemann, acted as pall-bearers. Many beautiful wreaths were laid on the grave.

PRATAS ISLAND.

REPORTED FAILURE OF THE NEGOTIATIONS.

Japanese papers report that Mr. Segawa, Japanese Consul at Canton, and the Chinese Commissioner appointed to investigate the Pratas Island question, have returned from the island without arriving at a settlement. On behalf of Mr. Nishisawa, the Japanese Government demanded a compensation of ¥500,000 for the relinquishment of the business, but on an inspection of the actual conditions the Chinese Commissioner refused seriously to enter into the matter, contenting himself with gathering materials for future reference. Thus the mission has ended in failure. It is believed, says one paper, that the resumption of the negotiations will be very difficult for Japan. Why the Chinese Commissioner should have been expected to give an immediate reply it is not easy to understand.—*Japan Chronicle.*

JAPAN SYNDICATE FOR CHINA BUSINESS.

ALLOTMENT OF SHARES.

We (*Japan Chronicle*) learn from vernacular contemporaries that of the 10,000 shares of the Japan-China Syndicate, 6,000 have been taken up by Mr. Mitsui Takayasu, representative of the Mitsui firm, and thirty other capitalists, and negotiations are in progress for the allotment of the remaining 4,000. There will be five directors and two auditors, whose services will be unpaid. As a result there are few candidates, but there is little doubt that Messrs. Mitsui Takayasu, Okura Kihachiro, Murai Kichibei and Shiraiwa Ryohei will be elected directors. Mr. Fumichi Koi, a prominent civil engineer, formerly Vice-Minister of Communications and president of the late Seoul-Fusan Railway Company, has been selected for the post of president of the syndicate.

THE Shantung officials in Peking are opposing German mining enterprises in Shantung province, and about two hundred of them have signed a petition which will be presented to the Waiwupu.

VICEROY Tuan-fang, says a native dispatch, has drawn up some sound suggestions for reforms that he intends to carry out in the Feiyang government. These reforms are divided into twelve heads, of which financial reorganisation is the most important. They will be embodied in a memorial to the Regent for approval.

CANTON INDUSTRIAL EXHIBITION.

A PROMISING PROJECT.

[*From Our Own Correspondent.*]

Canton, 4th August.

During the past few days meetings have been held at the Canton Chinese Chamber of Commerce for the purpose of organising an exhibition in Canton with the view of promoting native industries. H. E. Cheung Pat Sze, Minister of Commerce, has been elected director-general in charge of the formulation of the programme for the proposed exhibition. H. E. Cheung has undertaken to raise a sum of $500,000 for the promising project. A general meeting has been called for the 6th instant when the merchants of the seventy-two guilds are invited to attend, in the connection with the scheme. The Taotai for the Development of Native Industries has also promised to co-operate in the organisation of the exposition.

DEATH OF CAPTAIN DOUGHERTY.

U.S.S. "RAINBOW."

It is with feelings of most profound regret that we have to record the death of Captain John A. Dougherty, of the U.S.S. *Rainbow*, which occurred at the Shanghai General Hospital at an early hour yesterday morning, reports the *Shanghai Times* of 2nd inst. Captain Dougherty entered the hospital some four days ago, suffering from a severe chill which afterwards developed into acute pneumonia and which defied all the skill of the medical attendants.

The deceased, who was about 51 years of age, was stationed in Tokio some two years ago and was afterwards transferred to the *Rainbow*, Admiral Harber's flagship of the third Pacific squadron. He was a popular officer and his untimely demise will be greatly regretted by his brother officers, as well as by the men who have been under his control.

Captain Dougherty was a graduate of the naval academy at Annapolis, Maryland, and had distinguished himself as an able and efficient officer. The body has been embalmed and cable communication has been opened with the Navy Department, at Washington, as to the disposition of the remains. It is anticipated that the remains will be sent home to the States for interment.

KOBE CHAMBER OF COMMERCE.

YARN TRADE IN CHINA.

The Kobe Chamber of Commerce resumed its sitting at 5.30 p.m. on Saturday, the 24th ultimo, to consider the question of the Customs tariff. There were present 21 members.

Mr. Matsukata, the Chairman of the Chamber, in relinquishing the chair to Mr. Sugiyama, Vice-Chairman, remarked that at the previous sitting he had stated that Indian cotton yarn had obtained a supremacy over Japanese yarn in China, whereupon Mr. Muto had denied this.—But that he was right would be seen by the statistics of the export of yarn to Shanghai. Mr. Matsukata quoted the figures comparing the export of yarn from the two countries, which showed advantage for Indian yarn.

Mr. Muto was absent, so could not reply, but Mr. Ono, manager of the Mitsui Bank, said that, as far as his memory went, Mr. Muto had said that it was impossible to judge the ups and downs of the export of yarn to China from statistics alone. Indian spinners sent yarn to China as it was produced, and on consignment, while Japanese spinners sent it as it was sold. The business done in Indian and Japanese yarn in China was not so unequal as the export figures would seem to indicate.

Some discussion then ensued as to the order of the debate, which lasted so long that a recess was taken at 7.30 p.m. for supper. On the sitting being resumed, Mr. Ono moved an adjournment, as the members were tired of the long sitting in the heat, his motion being supported by others.

Mr. Matsukata opposed the motion on the ground that the result of the investigation of the Chamber must be reported early next month to a joint conference of Chambers to be held in Tokyo. However, by this time the attendance had declined to fourteen, and Mr. Yatsui further moved an adjournment. The motion being supported Mr. Matsukata declared he would resign the chairmanship of the Committee. Further discussion ensued. Other members showed a disposition to leave, whereupon Mr. Matsukata repeated his threat to resign. At 8.20 p.m. the Chairman declared the sitting adjourned till Monday, the 26th, and the meeting rose.—*Japan Chronicle.*

VOLUNTEER CORPS ORDERS.

SIGNALLING CLASS.

At Headquarters at 5.30 p.m. on Wednesday, the 11th inst.

At Quarry Bay at 5.15 p.m. on Monday, the 9th, and Thursday, the 12th inst.

ENGINEER COMPANY.

"Carmichael Cup." A handicap shoot for this cup will be held at *King's Park Range* on Sunday, the 8th August, at 9.30 a.m. Ranges:—200, 500 and 600 yards. Conditions:—Seven shots and sighter at each range. Entrance fee 50 cents. Ammunition can be purchased on the range. A good attendance is requested.

"Secretary's Cup," presented by Mr. G. D. Newbronner for the best (nett) grand aggregate score of the year.

"Russell's Cup, presented by Mr. W. Russell for the best (handicap) grand aggregate score of the year.

REVERSION.

Lance-Corpl. C. Pryce reverts to Private at his request and Private W. Stewart is appointed Lance-Corpl. with effect from this date.

RESIGNED.

Sergt. C. D. A. Hance is permitted to resign on leaving the Colony with effect from the 29th July.

AMBULANCE CLASS.

Enough names have not yet been received for the Ambulance Class. If more members will not fy their intention of joining, arrangements will be made for a course of lectures to commence at end of this month.

CANTON DAY BY DAY.

LIKIN COLLECTIONS.

[*From Our Own Correspondent.*]

Canton, 4th August.

The collection of Likin dues in Canton during the first ten days of the 6th moon, as reported by the Likin officials to the Viceroy, amounted to 33,230.0.0. taels.

WHOLESALE EXECUTION.

On the 3rd instant three prisoners were taken out from the Namhoi gaol and sixteen from the Pan-yu gaol to the execution ground and beheaded. All these nineteen criminals were found guilty of armed robbery.

KILLED BY LIGHTNING.

At 8 o'clock in the evening of the 2nd instant, during a thunderstorm, one man and a woman were killed by lightning in Pun Tong, in the Western suburb. At the same time and in the same district four other persons were injured by lightning.

HARBOUR ACCIDENT.

Yesterday afternoon two women standing at the port side of a junk in the vicinity of the Medical College, somehow or another lost their balance and were thrown into the water. One of them was saved by the water police and the other was drowned.

IMPRESSIONS OF SAIGON.

FRENCH COLONIAL PORT LIVES ONLY AFTER NIGHTFALL.

Saigon's importance as a port is seriously affected, says a correspondent in the *Japan Advertiser*, by its inconvenient situation on the Mekong river, three hours' journey from the latter's mouth, while ocean-going steamers can enter the river only at high tide. The quarter of the town where are located the wharves of the Messageries Maritimes Co. are ugly enough, and half-an-hour is needed to reach the centre of the town on foot.

The buildings of Saigon, like those of Hongkong, are all of stone. During the daytime Saigon is virtually dead as far as outward and visible signs of activity are concerned, with the exception of a few natives, who are inured to the constant heat and some slowly crawling rickshas—called here puss-puss—which ply for hire in the public streets. The heat kills all other activity in which the Westerner might take any part.

MINERAL WEALTH.

In the central part of the town there are many pretty shops with fine window displays of goods, not a few of them being the luxurious productions of the French parent state. The principal business enterprise of Saigon is the export of rice, some of which goes to Japan. Beyond this the commercial importance of Saigon does not appear to have much raison d'etre.

In the northern part of French Indo-China there are many coal mines, which are being exploited at the present time by a private French company. The coal turned out is related to the category of anthracite, with a poor flame. There are besides undeveloped mines of iron, silver, and antimony: gold is also found.

Generally speaking, the potential wealth of the colony is supposed to be great, especially in minerals. With regard to the actual stage of development reached by the colony, I cannot say that I have been greatly impressed. There are comparatively few factories, workshops, etc., and one rarely sees any machinery.

ALIVE AT NIGHT.

At nightfall the town begins to revive. Numerous cafes, partly in the open air, with orchestras of fair quality, open at nine o'clock, and thereafter you can patronise performances of doubtful quality in the theatre or cinematographic concerts in the saloons.

In local society the unpleasant remembrance of the poisoning of some French soldiers by native revolutionists (Annamites) is still fresh, as also the recollection of the ensuing vengeance of outraged authority by decapitation. That revolutionary outburst is not regarded as the normal characteristic of the native spirit of the country, but merely as an artificial phenomenon inspired by parties of insignificant strength from the outside.

TRAFFIC IN WOMEN.

CAPTURE BY SHIMONOSEKI POLICE.

Four specimens of the genus *hannin*, including a female, are now in the hands of the Shimonoseki police, charged with an attempt to kidnap two Kagoshima women to Singapore. It appears that the two women, each 24 years of age, recently came to Moji seeking domestic employment and fell into the hands of the above mentioned individuals engaged in the traffic of women. On the night of the 15th inst. under the pretence of forwarding their victims to Kobe to take up the sought-for situations, the women were being stowed on board a steamer at Moji bound for Singapore when they were discovered. They were landed at Shimonoseki and handed over to the police, to whom they gave information enabling the capture of the fiends now in custody.

It is passing strange, says the *Nagasaki Press*, from which we quote the above, that a British port is very frequently chosen as a market in this despicable traffic, Hongkong and Singapore being the favourites. We shall look forward with interest to the ultimate disposal of the present case.

THE Prince Regent is much concerned at Grand Councillor Chang Chih-tung's illness and delegates some one to inquire after his condition every day. Chang Chih-tung has consulted foreign physicians.

CHINESE officials in the United States have issued orders that every one of their countrymen must aid in the capture of Leon Ling, the supposed murderer of Elsie Sigel, and prominent Chinese all over the country have expressed their willingness to aid in the chase. Just how much this means is known only to the police officials who have tried to find the Chinese offender against our laws.

To-day's Advertisements.

NOTICE.

CLERK (Non-Chinese) WANTED AT ONCE for the Water Works Branch of the Public Works Department. Salary $1,320 per annum rising to $1,560 by $120 biennially. Must be quick, accurate and neat at figures and well acquainted with accounts, and book-keeping. Age 25-30. Applications to be addressed to the undersigned not later than the 14th instant.

P. N. H. JONES,
Director of Public Works.

Public Works Department,
Hongkong, 5th July, 1909. [574

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO and SINGAPORE.

THE Company's Steamship

"HITACHI MARU,"

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 12th August will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 5th August, 1909. [458-459

YUEN HING,
No. 4, D'AGUILAR STREET,

FACTORY SWATOW. KIA LAK.

MANUFACTURE WHOLESALE & RETAIL DEALERS in all kinds of hand-made DRAWN and EMBROIDERY CHINESE LINE GRASS CLOTH, PEWTER WARE, &c., all of the best quality.

Hongkong, 5th August, 1909. [573

VALUE OF KEROSENE IN HOT WEATHER.

A VALUABLE DOMESTIC NECESSITY.

Now that the heat blast is upon us, it may not be out of place to refer to one or two matters which should prove a welcome reminder to many; indeed, to everybody who values health and comfort. A correspondent writes in the *Japan Chronicle*:—

One of the most valuable of domestic necessities is kerosene oil, and the following, written by a medical man, may be of interest: "Petroleum is a thorough antiseptic, and may be applied locally as a slight stimulant." This is true, and I have known of many ships' engineers who add a few drops of kerosene oil to their baths, with the object of relieving the skin from irritation and to prevent insect bites. Nightly I use a few drops in my ablutions, the result to the skin being extremely refreshing, leaving not an atom of odour perceivable, while effectually keeping unwelcome visitors at a distance. It is certainly a very healthy emollient, penetrating into the skin and, used alone, is an almost instant cure for the pain of insect bites, while it possesses many of the virtues of vaseline, which, as we know, is a product of petroleum.

Moreover, it is a cheap and effective disinfectant, absolutely killing all disagreeable odours, from whatever source arising, and, unlike many other disinfectants, leaving no smell in its work of destroying odours. For this purpose about a tablespoonful of kerosene, mixed with hot water and thrown into the desired places, will produce magical results.

To many people the idea of using kerosene for domestic purposes is repugnant, on account of its smell; but this is where they make a great mistake, as the oil leaves no odour used in the ways indicated in these hints; in fact, the oil evaporates when applied to the skin either in the bath or as an emollient, diluted with water or used "neat."

We require a change of underwear daily this weather, but how many housewives are aware that washing, in the sense of rubbing, is entirely unnecessary if the garments be soaked for an hour or two in a solution of soapy water, to which has been added a few drops of kerosene oil? The articles then need only to be rinsed in clean water, renewed once or twice, with the result that the garments will dry rapidly, well-bleached (by the kerosene), and will be found pure and sweet, without a vestige of odour remaining from the use of the oil.

Another valuable yet cheap article for the extermination of undesirable visitors is naphthaline powder; it is harmless to the finest fabrics; ten times cheaper than camphor, and certainly a hundred times more effective. Sprinkled under a mattress, or swept into the crevices of floors, its effect is to completely annihilate and dispel insects of all kinds while, placed in drawers among wearing apparel, the latter is safe from destruction by moths. The only objection to the free use of naphthaline is its pungent odour, objectionable to some persons. But the smell rapidly disappears when garments are hung in the fresh air for a few minutes. Napthaline is of slow evaporating property, and a very small quantity of it will last a whole summer, its odour disappearing with the advent of cool weather; indeed, in cool weather napthaline keeps its smell practically to itself yet retaining its virtues nevertheless.

Intimations.

THE
DAIRY FARM Co.,
LIMITED.

Choice Australian
RABBITS
75 cents each
HARES
$1.50 each.

Hongkong, 17th July, 1909. [380

PILSENER
"ASAHI"
AND
"SAPPORO"
BEER.

LIGHT AND REFRESHING
SUMMER
BEVERAGE.

OBTAINABLE AT—

Messrs. OALDBECK McGREGOR & Co.
" H. PRICE & Co.
" A. S. WATSON & Co., LTD.
" VICTORIA DISPENSARY.
" WATKINS, LTD.
" FRENCH STORE.
" KOWLOON DISPENSARY
AND
EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

[471

THE
CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 10th March, 1908 [98

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. ...Every 10 minutes
10.00 a.m. to 11.00 a.m. ...Every 15 minutes
11.30 a.m. to 12.45 p.m. ...Every 15 minutes
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.45 a.m. to 12.00 noon...Every 15 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1908. [98

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of

12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, AUG. 14TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 10TH.
"EMPRESS OF CHINA" SATURDAY, SEPT. 4TH.	"ALLAN LINE" FRIDAY, OCT. 1ST.
"MONTEAGLE" SATURDAY, SEPT. 18TH.	
"EMPRESS OF INDIA" SATURDAY, SEPT. 25TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.

"Empress" Steamers will depart from Hongkong at 6 p.m.
"Monteagle" " " " " 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest *en route*.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ..... £43.
Via New York ..... £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

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INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI VIA NINGPO	*FOOSHING*	FRIDAY, 6th Aug., 4 P.M.
MANILA	*LOONGSANG**	FRIDAY, 6th Aug., 4 P.M.
S'GAPORE, PENANG & CALCUTTA	*KUMSANG**	SATURDAY, 7th Aug., 3 P.M.
CHINWANTAO	*BUISANG**	SATURDAY, 7th Aug. 4 P.M.
SHANGHAI	*BANGSANG*†	SUNDAY, 8th Aug., Daylight.
KOBE	*CHUNSANG*	TUESDAY, 10th Aug., 4 P.M.
MANILA	*YUENSANG**	FRIDAY, 13th Aug., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	*FOOKSANG**‡	TUESDAY, 24th Aug., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kuisang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kudat, Labad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.,**
General Managers.

Telephone No. 61.
Hongkong, 5th August, 1909. [6

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.		
AMOY, NINGPO & SHANGHAI	"NINGPO"	7th	Aug.,	4 P.M.
SHANGHAI	"CHENAN"	8th	"	Daylight.
MANILA	"TAMING"	10th	"	3 P.M.
TSINGTAU, CHEFOO & NEWCHWANG	"NANCHANG"	10th	"	4 P.M.
CEBU & ILOILO	"SUNGKIANG"	10th	"	"
WEIHAIWEI & TIENTSIN	"KUEICHOW"	11th	"	"
SAMARANG & SOURABAYA	"SHANTUNG"	12th	"	"
SHANGHAI	"ANHUI"	12th	"	"
SHANGHAI	"LINAN"	15th	"	Daylight.
MANILA	"TEAN"	17th	"	3 P.M.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"CHANGSHA,"	19th	"	4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

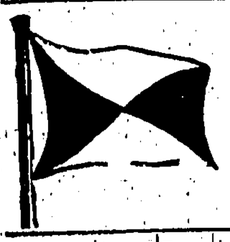
FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chenan, Linan, Chinhai,*) —with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares including wines:—$45 single, $80 return.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,**
AGENTS.

Telephone No. 36.
Hongkong, 5th August, 1909. [8



HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	1540	R. W. Almond	MANILA	SATURDAY, 7th Aug., at Noon.
ZAFIRO	1540	R. Rodger	"	SATURDAY, 15th Aug., at 5 P.M.

For Freights or Passage, apply to

SHEWAN TOMES & CO.
GENERAL MANAGERS.

Hongkong, 2nd August, 1909. [7

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	5,000 tons gross	Sail 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU	6,000 "	26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 "	10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSDA,
Manager.
TOYO KISEN KAISHA, York Building.

Hongkong, 29th July, 1909. [257

OSAKA SHOSEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKOHAMA	"SEATTLE MARU." Capt.	6,178	...SATURDAY, 28th Aug.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE,

Taking Cargo on through Bills of Lading to all Yangtsze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
ANPING and TAKAO Via SWATOW and AMOY	"SOSHU MARU" ..... Captain T. Sugi	FRIDAY, 6th Aug., at 10 A.M.
SWATOW, AMOY & TAMSUI	"DAIJIN MARU" ..... Captain Y. Kaburaki ...	SUNDAY, 8th Aug., at 10 A.M.
SHANGHAI Via SWATOW, AMOY and FOOCHOW	"BUJUN MARU" ..... Captain Y. Fuseno	THURSDAY, 12th August, at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Foochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 3rd August, 1909. [499

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destinations.	Steamers.		Sailing Dates. 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	AWA MARU, Capt. A. Keith,	Tons 6500	WEDNESDAY, 18th Aug., at Daylight.
	TAMBA MARU, Capt. C. H. Butler,	Tons 6500	WEDNESDAY, 1st Sept., at Daylight.
VICTORIA, B.C., & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA	§ KAGA MARU, Capt. M. Bagino,	Tons 6500	TUESDAY, 17th Aug., at 4 p.m.
	§ SHINANO MARU, Capt. K. Kawara,	Tons 6500	TUESDAY, 14th Sept., at 4 P.M.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sekine,	Tons 5000	FRIDAY, 6th Aug., at Noon.
	NIKKO MARU, Capt. M. Yagi,	Tons 6000	FRIDAY, 3rd Sept., at Noon.
KOBE and YOKOHAMA	MIYASAKI MARU, Capt. T. Murai,	Tons 9000	FRIDAY, 27th Aug., at 5 P.M.
KOBE AND YOKOHAMA	HITACHI MARU, Capt. Wm. Wade,	Tons 7000	FRIDAY, 6th Aug., at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winckler	Tons 6000	WEDNESDAY, 1st Sept., at Noon.
SHANGHAI and KOBE	‡ YEBOSHI MARU, Capt. B. Kon,	Tons 4500	FRIDAY, 3th August.
BOMBAY, VIA SINGAPORE AND COLOMBO	‡ TOTOMI MARU, Capt. R. Smith,	Tons 4000	MONDAY, 7th Aug.

‡ Cargo only.
§ Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Mishima Maru .....(Capt. A. E. Moses).....About Wednesday, 25th August.
Atsuta Maru .....(Capt. W. Thompsen).....About Wednesday, 22nd September.
Miyasaki Maru.....(Capt. T. Murai) .....About Wednesday, 20th October.
Kitano Maru .....(Capt. F. E. Cope) .....About Wednesday, 15th December.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG and JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	$120	$110	$ 0	$ 0
2nd "	$ 80	$ 70	$ 60	$50

Option of call between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO,
Manager. [458-459

Shipping—Steamers

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"

Captain G. W. Gordon, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 7th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mantua*, 11,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Oceana*, due in London on 19th September, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 26th July, 1909. [4

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With liberty to call at the Malabar Coast).

THE Steamship

"WELSH PRINCE"

will be despatched for the above Ports on SATURDAY, the 14th August, 1909.

For Freight and Passage, apply to.
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 23rd July, 1909. [512

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing Date
			1909
Aymerio ...	4,363	J. Boyd	26th Aug.
**Suveric* ..	6,232	S. Shotton....	23rd Sept.

* These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

S.S. *Kumerio* calls at Keelung, Shanghai, Moji, Kobe and Yokohama.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED.
General Agents.

Queen's Buildings.
Hongkong, 22nd July, 1909. [10

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:
S.S. "LENNOX" .....On or about 10th Sept:

For Freight and further Information, apply to
DODWELL & Co., LIMITED
Agents.

Hongkong, 31st July, 1909. [48

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ...Capt. H. W. WALKER.
"KWONG SAI" .....Capt. W. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officered by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....$4.
Meals.....$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West,

Hongkong, 26th April, 1909. [16

Shipping—Steamers.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR,"

Captain A. Stewart, will be despatched for the above Ports, on MONDAY, the 9th instant, at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN
(Occupying 24 days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip $120.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 3rd August, 1909 [571

CHARGEURS REUNIS.
(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL DUPERRE,"

expected to arrive on or about the 19th August.

For further particulars apply to
MESSAGERIES MARITIMES,
Agents at Hongkong.

Hongkong, 27th July, 1909 [58

"INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI,"

Captain W. Gray Williams, will be despatched as above about 21st August.

For Freight, apply to
JARDINE, MATHESON & Co., LD.,
Agents.

Hongkong, 21st July, 1909. [537

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE,"

Captain Daniel, will be despatched as above on or about 25th August.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewardess are carried. FARE TO LONDON £35.

For further Particulars, apply to
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 2nd August, 1909. [567

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND LEITH.

THE Steamship

"CARNARVONSHIRE,"

Captain Ingram, will be despatched as above about 25th instant.

For Freight, apply to
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 2nd August, 1909. [568

Intimations.

HONGKONG ICE COMPANY, LIMITED.

IT is hereby notified that on and after the 10th current, the selling price of ICE will be increased to ONE CENT per pound.

JARDINE, MATHESON & Co. LTD.,
General Managers,
HONGKONG ICE CO., LTD.

Hongkong, 12th July, 1909 [532

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 in a remarkably short time often a few days only, removes all discharges, effectually superseding injections, the use of which does irreparable harm by laying the foundation of strictures and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 for impurity of blood, scurvy, pimples, spots, blotches, pains and swelling of joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3 for irritation, sleeplessness, and all distressing consequences of dissipation, worry, overwork, early error, excess, &c. It possesses surprising power in restoring strength and vigour to those suffering from enervating influences of long residence in hot, unhealthy climates.

THERAPION is sold by principal Chemists throughout the world. Price in England 2/9 per packet. In ordering, state which of the three numbers required and observe above Trade Mark, which is a fac-simile of word 'THERAPION' as it appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by all Chemists.

COMMERCIAL.

TO-DAY'S EXCHANGE.

	Selling.
London—Bank T.T.	1/8 13/16
Do. demand	1/8⅞
Do. 4 months' sight	1/9
France—Bank T.T.	2.18¾
Belgium—Bank T.T.	42½
Germany—Bank T.T.	1.77½
India T.T.	131
Do. demand	131½
Shanghai—Bank T.T.	74½
Singapore—Bank T.T. per H.K. $100	74½
Japan—Bank T.T.	84½
Java—Bank T.T.	104½

	Buying.
4 months' sight L/C	1/9⅛
6 months' sight L/C	1/9⅛
30 days' sight San Francisco & New York	43½
4 months' sight do.	44½
30 days sight Sydney & Melbourne	1.98
4 months' sight France	2.22½
6 months' sight	2.24½
4 months' sight Germany	1.81½
Bar Silver	23½
Bank of England rate	2½ %
Sovereign	11.47

SHIPPING AND MAILS

MAILS DUE

Indian (*Arratoon Apcar*) 6th inst.
American (*Asia*) 8th inst.
German (*Buelow*)-11th inst.
German (*Prinz Waldemar*) 20th inst.

The C. N. Co.'s s.s. *Taming* left Manila on 4th inst., and is due here on 6th inst.

The N. Y. K. s.s. *Takasaki Maru*, Bombay line, left Bombay for this port on 3rd inst., and is expected here on 24th inst.

The N. Y. K. s.s. *Kaga Maru*, American line, left Shanghai for this port on 4th inst., and is expected here on 7th inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 5th at 11.55 a.—The depression remains over the Loochoos. It appears to be moving very slowly.

The barometer has risen over China, particularly in the North.

Pressure is high over N. China and N.E. Japan, and moderate over the China Sea.

Moderate or fresh N. to N. W. winds may be expected in the Formosa Channel, and moderate W. and S.W. winds over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending 8 a.m. to-day, 0.23 inches.

FORECAST.

1.—Hongkong and Neighbourhood, W. and N.W. winds, moderate; thunder showers.

2.—Formosa Channel, N. and N.W. winds, moderate to fresh.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Haiphan, same as No. 1.

Shipping.

Arrivals.

Asahi Maru, Jap. s.s., 2,368, J. Yamanaka, 4th Aug.,—Moji 29th July, Coal.—M. B. K.

Bellona, Br. s.s., 2,653, M. C. Corrance, 4th Aug.,—Newcastle, N.S.W. 14th July, Coal.—B. & S.

Changchang, Br. s.s., 1,062, G. I. Spink, 4th Aug.,—Chefoo 29th July, Gen.—B. & S.

Empress of Japan, Br. s.s., 3,039, H. Pybus, C.M.G., 5th Aug.,—Vancouver 14th July, and Shanghai 2nd Aug., Mails and Gen.—C. P. R. Co.

Hitachi Maru, Jap s.s., 6,715, Wm. Wade, 5th Aug.,—Singapore 30th July, Gen.—N. Y. K.

Kooshing, Br. s.s., 1,218, T. Lishman, 5th Aug.,—Canton 4th Aug., Gen.—J., M. & Co.

Likh, Br. s.s., 3,231, W. Atkinson, 5th Aug.,—Keelung 3rd Aug., Gen.—D. & Co., Ld.

Shanan, Br. s.s., 1,349, J. H. Brown, 5th Aug.,—Shanghai 2nd Aug., Gen.—B. & S.

Schuisberg, Ger. s.s., 545, A. Niejahr, 5th Aug.,—Haiphong 30th July, Pakhoi 1st Aug, Gen.—J. & Co.

Tsejaburi, Ger. s.s., 1,189, H. Bremer, 5th Aug.,—Bangkok 27th July, and Swatow 4th Aug., Rice.—B. & S.

Tsinan, Ger. s.s., 1,446, W. Vogeler, 5th Aug.,—Tsingtau 1st Aug., Rails.—H. A. L.

Tsosbe Maru, Jap. s.s., 1,859, Hyashi, 5th Aug.,—Mororan 25th Aug. Coal.—M. B. K.

Tsushal, Ger. s.s., 907, G. Schlaikier, 5th Aug.,—Canton 4th Aug., Ballast.—J. & Co.

Tsinkiang, Br. s.s., 1,269, W. W. King, 5th Aug.,—Canton 4th Aug., Gen.—B. & S.

Tatshing, Br. s.s., 1,424, M. Courtney, 5th Aug.,—Canton 4th Aug., Coal.—J., M. & Co.

Clearances at the Harbour Office.

Chenan, for Canton.
Quarta, for Muntok.
Protesa, for Swatow.
Chipshing, for Swatow.
Yeoking, for Ningpo.
Nanchang, for Canton.
Royal Maru, for Tamsui.
Kwangtse, for Shanghai.
Bengloe, for Nagasaki.
Manila, for Saigon.
Tsushi Maru, for Wakatmatsu.
Tatbosan Maru, for Sourabaya.
Tsinan, for Canton.
Yatshing, for Chinwantao.
Chinkiang, for Shanghai.

Departures.

Aug. 5.

Caledonia, for Shanghai.
Haimun, for Swatow.
Hangsang, for Canton.
Lockun, for Bangkok.
Chipshing, for Tientsin.
Protesa, for Bangkok.
Kwangtse, for Shanghai.
Chinkiang, for Shanghai.
Fooshing, for Ningpo.
Quarta, for Macassar.
Tatbosan Maru, for Sourabaya.

Passengers arrived.

Per *Empress of Japan*, from Vancouver, &c.—Messrs. B. P. Dillon, R. W. Morrell, Miss S. Gardner, Mr. H. J. Jackman, Miss M. E. Mitchell, Mr. A. Turner, Miss M. Graff, Mr. E. V. Brunning and valet, Mr. and Mrs. H. T. Richardson, 3 children and amah, Capt. F. Rogee, Mr. J. Wilkson, Mrs. S. Mark, Messrs. R. Mohler, J. E. Elliott, J. E. Pharson, and 113 Chinese.

Per *Hitachi Maru*, from Singapore for Hongkong—Capt. E. T. Bush, Mrs. A. Bush, Master T. Bush, Mr. William Hoy, Rev. D. S. Herrick, Mrs. D. R. Herrick, Miss P. E. Herrick, Messrs. A. E. Paine and Lim Geto Chiang. For Kobe—Messrs. H. Kanazawa, K. Iino, Mrs. S. Hirota, and Mr. S. Tsuyuki. For Yokohama—Mr. T. Hayashi, Mrs. S. Hayashi, Miss U. Hayashi, Master K. Hayashi, Miss S. Hayashi, and Master H. Hayashi.

Shipping Reports.

Str. *Vienna*, from Newcastle, N.S.W.:—Light to moderate winds slight sea. Clear weather throughout the passage.

Str. *Sikh*, from Keelung:—Light S.W. monsoon dull and overcast sea smooth heavy thunder rain on the night of 4th August.

VESSELS IN PORT.

STEAMERS.

Aldenham, Br. s.s., 3,828, St. John George, 3rd Aug.,—Melbourne 29th June, Sydney 10th July, Brisbane 13th, Gladstone 15th, Townsville 18th, Cairns 19th, and Manila 1st Aug., Gen.—G., L. & Co.

Bengloe, Br. s.s., 1,932, Wm. Guy, 4th Aug.,—London 21st June, Gen.—G., L. & Co.

Bushu Maru, Jap. s.s., 1,268, Masumoto, 3rd Aug.,—Moji 29th July, Coal.—M. B. K.

Chiyo Maru, Jap. s.s, 13,426, W. W. Greene, 26th July,—San Francisco 29th June, and Shanghai 24th July, Gen.—T. K. K.

Chowtai, Ger. s.s., 1,115, W. Möllerman, 1st Aug.,—Bangkok and Hoihow 23rd July, Gen.—B. & S.

Daijin Maru, Jap. s.s., 899, Y. Kaburaki, 4th Aug.,—Swatow 3rd Aug., Gen.—O. S. K.

Erroll, Br. s.s., 2,886, L. James, 4th July,—Salina Cruz 24th May, and Moji 28th July, Coal,—D. & Co., Ld.

Eskdale, Br. s.s., 1,926, Duff, 30th July,—Karatsu 23rd July, Coal.—D. & Co., Ld.

Foochow, Br. s.s., 1,228, Vincent, 2nd Aug.,—Cebu and Iloilo 29th July, Gen.—B. & S.

Haitan, Br. s.s., 1,183, J. S. Roach, 4th Aug.,—Foochow via Amoy and Swatow 3rd Aug., Gen.—D., L. & Co.

Kaifuku Maru, Br. s.s., 1,993, Suda, 15th July, from Moji, Coal.—M. B. G. K.

Kashing, Br. s.s., 1,142, H. E. Lever, 23rd July,—Karatsu 12th July, Coal.—B. & S.

Keong Wai, Ger. s.s., 1,777, J. Köhler, 31st July,—Bangkok 22nd July, and Swatow 30th, Gen.—B. & S.

Kumsang, Br. s.s., 2,078, E. J. Buller, 30th July,—Calcutta via Penang and Singapore 24th July, Gen.—J., M. & Co.

Laertes, Br. s.s., 1,340, D. C. H. Frampton, 18th July,—Saigon 14th July, Rice and Gen.—Wo Fat Sing.

Loongsang, Br. s.s., 1,093, M. Picknell, 3rd Aug.,—Manila 31st July, Hemp and Gen.—J., M. & Co.

Mandal, Nor. s.s., 1,194, E. Ericksen, 2nd Aug.,—Tsingtau 26th July, Salt.—Aagaard, Thoresen & Co.

Manila, Ger. s.s., 1,108, E. Gathemann, 25th July,—Melbourne 22nd June, and Manila 22nd July, Gen.—M. & Co.

Ningpo, Br. s.s., 1,228, Richards, 27th July,—Canton 27th July, Gen.—B. & S.

Nord, Nor. s.s., 710, Haraldsen, 31st July,—Saigon 27th July, Rice and Meal.—Aagaard, Thoresen & Co.

Rubi, Br. s.s., 1,619, R. W. Almond, 4th Aug.,—Manila 1st Aug., Gen.—S., T. & Co.

Selja, Nor. s.s., 2,789, O. Gil, 31st July,—Portland, Or. 3rd July, Gen.—B. & A. S. S. Co.

Sorsogon, Am. s.s., 812, J. Mogarte, 3rd Aug.,—Iloilo 29th July, Sugar.—Jorge & Co.

Soshu Maru, Jap. s.s., 1,119, T. Sugi, 4th Aug.,—Swatow 3rd Aug., Gen.—O. S. K.

Sui Sang, Br. s.s., 1,776, W. D. Welsh, 26th July,—Pulo Laut 15th July, Gen.—J., M. & Co.

Yawata Maru, Jap. s.s., 2,316, T. Sekine, 3rd Aug.,—Yokohama 24th July, Cuttle Fish and Potatoes.—N. Y. K.

SAILING VESSELS.

Eclipse, Br. 4-masted barque, 2,969, J. White, 30th July,—New York 16th April, Kerosine.—S. O. Co.

King George, Br. ship, 2,057, J. E. Jeffrey, 1st Aug.,—New York 9th April, Kerosine.—S. O. Co.

Steamers Expected.

Vessels	From	Agents	Due
Arratoon A'car	Singapore	D. S. & Co	Aug. 6
Taming	Manila	B. & S.	Aug. 6
Borneo	Sandakan	M. & Co	Aug. 7
Kaga Maru	Shanghai	N. Y. K.	Aug. 7
Asia	Shanghai	P. M. Co.	Aug. 8
Tjilatjap	Macassar	J. C. J. L.	Aug. 8
Buelow	Colombo	M. & Co.	Aug. 11
Yeboshi Maru	Bombay	N. Y. K.	Aug. 11
Changsha	Sydney	B. & S.	Aug. 16
P. Waldemar	Sydney	M. & Co.	Aug. 20

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Vorwarts ..... at Kowloon Dock.
H.M.S Janus ..... " " "
Manila ..... " " "
H.M.S. Tamar ..... " " "
Kumsang ..... " " "
Butuan ..... " " "

TAIKOO DOCKS.

Hangchow ..... at Quarry Bay Docks.
Kashing ..... " " "

Ships Passed The Canal.

18th June—*Syria*. 22nd June—*Bencleuch, Oceanien, Monmouthshire, Carmarthenshire, Kintuck, Stentor, Longships, Peking*. 25th June—*Achilles, Ernest Simons, Iyo Maru, Inaba Maru, Prinz Eitel Friedrich, Pera, Prinz Ludwig*. 29th June—*Belgravia, Brisgovia, Glancus, Glenavon, Glenlogan, Indrapura, Lennox*. 2nd July—*Atsuta Maru, Indramayo, Ping Suey, Polynesien, Somali, Sumatra*. 6th July—*Goeben, Nippon, Bengloe, Moyune, Silesia*, (Ger.) 9th July—*Perseus, China*, (Aus.) *Tonkin, Hitachi Maru*. 13th July—*Lutzow, Karonga, Palermo, Wakasa Maru, Theseus*. 16th July—*Borneo, Flintshire, Glenlochy, Katsow, Suevia, Shimosa, Priam*. 16th July—*Oldenburg, Satsuma*. 20th July—*Andrea Rickmers, Inverclyde, Antenor, Benlawers, Bulow, Canton, Sydney, Glenfruar, Poona*. 23rd July—*Meinam, Australien, Hyson, Dardanus, Palma, Cathay, Kanagawa Maru*. 27th July—*Sado Maru, Indrant, Senegambia, P. R. Luitpold, Schuylkill*. 30th July—*Hirano Maru, Namur, Machaon, Miyazaki Maru, Socotra, Nile, Tourane*. 3rd August—*Astyanax, Austria, Bellerophon, Benvenue, Denbighshire, Menelaus, Atholl, Glamorganshire*.

Arrivals at Home—18th June—*Nubia*. 22nd June—*Hakata Maru, Derfflinger*. 25th June—*Austria, Dacre Castle*. 29th June—*Benloran, Indrasamka*. 2nd July—*Stentor, Kintuck, Peking*. 6th July—*Nubia, Liberia, Brilliant, Monmouthshire*. 9th July—*Prinz Eitel Friedrich, Belgravia, Polynesien, Pera*. 13th July—*Glancus, Iyo Maru*. 16th July—*Glenlogan*. 19th July—*Somali*. 20th July—*Lutzow, China*, (Aus.) *Moyune, Oopack, Silesia*, (Ger.) *Wakasa Maru*. 23rd July—*Brisgavia, Theseus*. 26th July—*Palermo*. 27th July—*Indramayo, Oldenburg, Sydney*. 30th July—*Antenor, Suevia, Dardanus, Prinz Regent Luitpold, Poona*.

HONGKONG TIDE TABLE.

From August 5th to 11th, 1909.

Day of Week	Day of Month	HIGH WATER. Hongkong Mean Time.	Height	LOW WATER. Hongkong Mean Time.	Height
		h. m.	ft. in.	h. m.	ft. in.
Thurs	5	m 0 3	4 7	m 4 48	2 7
		m 11 41	7 6	6 51 a	0 9
Fri.	6	m 0 47	4 8	m 5 44	2 7
		0 40 a	6 9	7 7 a	1 5
Sat.	7	m 1 35	5 0	m 6 48	2 8
		1 45 a	6 1	7 51 a	1 9
Sun.	8	m 2 25	5 3	m 8 6	2 9
		3 0 a	5 6	8 38 a	1 9
Mon.	9	m 3 18	5 8	m 9 34	2 8
		4 30 a	4 7	9 58 a	3 4
Tues.	10	m 4 16	5 9	m 11 43	3 4
		6 21 a	4 4	10 23 a	3 8
Wed.	11	m 5 16	6 3	m 0 54 a	1 9
		7 56 a	4 3	11 20	3 9

m denotes morning. a " afternoon.

CHINA COAST METEOROLOGICAL REGISTER.

August 4th, 1909, a.m.

			Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7	a.m.	29.71	68	99	S	2	or
Nemuro	6	a.m.	30.01	—	—	SE	4	—
Hakodate		"	29.93	—	—	E	4	—
Tokio		"	29.87	—	—	N	2	—
Kochi		"	29.84	—	—	SW	2	—
Nagasaki		"	29.76	—	—	E	2	—
Kagoshima		"	29.72	—	—	E	6	—
Oshima		"	29.49	—	—	S	4	—
Naha		"	29.54	—	—	W	10	—
Ishigakijima		"	29.66	—	—	NW	4	—
Bonin Is.		"	29.65	—	—	W	4	—
Chefoo		a.m.	—	—	—	—	—	—
Weihaiwei	9	a.m.	29.73	80	—	NE	1	b
Hankow	6	a.m.	29.87	84	68	SE	1	c
Kiukiang		"	29.70	77	86	—	0	b
Shanghai	9	a.m.						
Gutzlaff		"	29.74	85	75	NNE	1	o
Sharp Peak		"	29.70	86	—	E	1	b
Amoy	6	a.m.	29.65	83	87	SW	1	c
Swatow		"	29.63	83	79	—	0	c
Taihoku	5	a.m.	29.72	—	—	—	0	—
Taichu		"	29.73	—	—	—	0	—
Tainan		"	29.72	—	—	S	2	—
Koshun		"	29.71	—	—	W	6	—
Pescadores		"	29.71	—	—	SW	2	—
Canton	9	a.m.	29.68	84	87	SW	1	b
Hongkong	10	a.m.	29.72	85	77	WNW	1	c
Victoria Peak		"	—	—	—	WSW	2	—
Gap Rock		"	29.69	—	—	WSW	3	—
Macao		"	29.71	87	—	SW	1	c
Wuchow	9	a.m.	29.72	83	83	E	1	c
Hoihow		"	—	—	—	—	—	—
Pakhoi		"	—	—	—	—	—	—
Phulien	8	a.m.	29.68	79	—	ENE	2	o
Tourane		"	29.73	88	—	SE	2	c
C. St. James		"	29.88	79	—	SW	3	c
Aparri	6	a.m.	29.78	75	—	S	2	c
Manila	10	a.m.	29.84	82	85	SW	1	o
Legaspi	6	a.m.	29.83	77	—	—	0	b
Bacolod	9	a.m.	—	—	—	SSW	3	c
Iloilo		"	29.87	82	—	SW	1	b
Cebu		"	29.87	87	—	S	2	b
Labuan		"	29.85	84	—	—	—	—

August 5th, 1909, a.m.

Vladivostock	7	a.m.	—	—	—	—	—	—
Nemuro	6	a.m.	30.01	—	—	SW	2	—
Hakodate		"	29.97	—	—	E	2	—
Tokio		"	29.91	—	—	NW	4	—
Kochi		"	29.76	—	—	SW	2	—
Nagasaki		"	29.76	—	—	N	2	—
Kagoshima		"	—	—	—	—	—	—
Oshima		"	29.57	—	—	E	4	—
Naha		"	29.34	—	—	N	10	—
Ishigakijima		"	29.62	—	—	NW	8	—
Bonin Is.		"	29.69	—	—	S	4	—
Chefoo	6	a.m.	29.87	77	95	N	1	c
Weihaiwei	9	a.m.	29.86	80	—	NE	1	b
Hankow	6	a.m.	29.82	81	72	NE	1	b
Kiukiang		"	29.76	82	75	NE	2	b
Shanghai	9	a.m.	29.81	88	69	NE	2	c
Gutzlaff		"	29.77	85	83	NE	3	cm
Sharp Peak		"	29.73	84	96	N	1	b
Amoy	6	a.m.	29.68	80	91	—	0	c
Swatow		"	29.69	79	87	NNE	1	o
Taihoku	5	a.m.	29.72	—	—	W	2	—
Taichu		"	29.74	—	—	—	0	—
Tainan		"	29.72	—	—	—	0	—
Koshun		"	29.69	—	—	NW	2	—
Pescadores		"	29.73	—	—	—	0	—
Canton	9	a.m.	—	—	—	—	—	—
Hongkong	10	a.m.	29.75	80	90	W	1	o
Victoria Peak		"	—	—	—	WNW	3	—
Gap Rock		"	29.71	—	—	WNW	2	—
Macao		"	29.76	81	—	SSW	2	od
Wuchow	9	a.m.	—	—	—	—	—	—
Hoihow		"	—	—	—	—	—	—
Pakhoi		"	—	—	—	—	—	—
Phulien	8	a.m.	29.71	79	—	ENE	3	or
Tourane		"	29.74	90	—	—	0	b
C. St. James		"	29.88	79	—	SW	3	c
Aparri	6	a.m.	29.78	75	—	S	2	c
Manila	10	a.m.	29.84	82	85	SW	1	o
Legaspi	6	a.m.	29.83	77	—	—	0	b
Bacolod	9	a.m.	—	—	—	SSW	3	c
Iloilo		"	29.87	82	—	SW	1	b
Cebu		"	29.87	87	—	S	2	b
Labuan		"	29.85	84	—	—	—	—

	Aug. 4 at 10 a.m.	Aug. 4 at 4 p.m.
Barometer	29.72	29.66
Temperature	85	87
Humidity	77	72
Rainfall	0.02	—

Post Office.

☞ Siberian Mail from London of July 17th is due at Hongkong on Monday morning, August 9th by s.s. *Anhui*.

☞ Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

A Mail will close for:—

Swatow, Amoy, Anping and Takao — Per *Soshu Maru*, 6th Aug., 9 A.M.

Shanghai—Per *Yatshing*, 6th Aug., 11 A.M.

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Yawata Maru*, 6th Aug., 11 A.M.

Shanghai, Moji and Kobe—Per *Aldenham*, 6th Aug., 11 A.M.

Takao, Taisgtau, Tamsui and Newchwang—Per *Signal*, 6th Aug., 11 A.M.

Macao—Per *Sui Tai*, 6th Aug., 1.15 P.M.

Swatow, Amoy and Foochow—Per *Haitan*, 6th Aug., 1 P.M.

Manila—Per *Loongsang*, 6th Aug., 3 P.M.

Ningpo and Shanghai—Per *Fooshing*, 6th Aug., 3 P.M.

Kobe and Yokohama—Per *Hitachi Maru*, 6th Aug., 4 P.M.

Manila—Per *Rubi*, 7th Aug., 10 A.M.

Keelung, Shanghai, Nagasaki, Kobe, Shimidzu, Yokohama, Honolulu and San Francisco—Per *Chiyo Maru*, 7th Aug., 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Delhi*, 7th Aug., 11 A.M.

Macao—Per *Sui Tai*, 7th Aug., 1.15 P.M.

Singapore, Penang and Calcutta — Per *Kumsang*, 7th Aug., 2 P.M.

Chinwantao—Per *Suisang*, 7th Aug., 3 P.M.

Shanghai—Per *Hangsang*, 7th Aug., 5 P.M.

Ningpo and Shanghai — Per *Ningpo*, 7th Aug., 5 P.M.

SHANGHAI VIA SIBERIAN Mail to Europe—Per *Chenan*, 7th Aug., 6 P.M.

Swatow—Per *Haiman*, 8th Aug., 9 A.M.

Swatow, Amoy and Tamsui—Per *Datjin Maru*, 8th Aug., 9 A.M.

Shanghai, Yokohama, Kobe and Moji—Per *Arratoon Apcar*, 9th Aug., 11 A.M.

Swatow, Amoy and Foochow—Per *Haiyang*, 10th Aug., 1 P.M.

Manila—Per *Taming*, 10th Aug., 2 P.M.

Kobe—Per *Chunsang*, 10th Aug., 3 P.M.

Tsingtau, Chefoo and Newchwang — Per *Nanchang*, 10th Aug., 3 P.M.

Cebu and Iloilo—Per *Sungkiang*, 10th Aug., 3 P.M.

Singapore, Penang and Bombay—Per *Ischia*, 11th Aug., 11 A.M.

Weihaiwei and Tientsin—Per *Kutschow*, 11th Aug., 3 P.M.

Shanghai—Per *Anhui*, 12th Aug., 3 P.M.

Samarang and Sourabaya—Per *Shantung*, 12th Aug., 3 P.M.

Manila, Yap, Fr. Wilhelmshafen, Simpsonhafen, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per *Coblenz*, 13th Aug., 9 A.M.

Manila—Per *Yuensang*, 13th Aug., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Empress of Japan*, 14th Aug., 5 P.M.

SHANGHAI VIA SIBERIAN Mail to Europe—Per *Liman*, 14th Aug., 6 P.M.

Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per *Tjibodas*, 16th Aug., 11 A.M.

Manila—Per *Tean*, 17th Aug., 2 P.M.

Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimidzu, Yokohama, Victoria and Seattle—Per *Kaga Maru*, 17th Aug., 3 P.M.

Singapore, Penang and Colombo — Per *Awa Maru*, 17th Aug., 5 P.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Changsha*, 19th Aug., 3 P.M.

Shanghai, Yokohama, Kobe and Moji—Per *Fooksang*, 24th Aug., 11 A.M.

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HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	700	4	3,000	Commander G. T. K. Fuller	Weihaiwei
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain F. E. G. Ryan	Weihaiwei
Bedford	cruiser, 1st class	9,800	14	22,000	Captain Fitzherbert	Weihaiwei
Bramble	river gunboat	710	6	900	Lt.-Comdr Hon. R. O. B. Bridgeman	Shanghai
Britomart	river gunboat	710	6	900	Lieut.-Commander F. B. Noble	Weihaiwel
Cadmus	sloop	1,070	6	1,400	Commander H. L. P. Heard	Singapore
Cherub	water tank and tug	390	—	300	Master S. West	en route Hongkong
Clio	sloop	1,070	6	1,400	Commander C. T. Borrett	Shanghai
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Thomas	Weihaiwel
Flora	cruiser, 2nd class	4,360	10	7,000	Captain Rowland Nugent	Cruising in Pacific
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander G. Heathcote	Mirs Bay
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Monroe	Weihaiwel
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander G. C. Heathcote	Hongkong
Kent	cruiser, 1st class	9,800	14	22,000	Captain G. C. A. Marescaux	Weihaiwel
King Alfred *	cruiser, 1st class	14,100	18	30,000	Captain Clinton Baker	Weihaiwel
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander T. J. S. Lyne	Yangtse
Merlin	surveying ship	1,070	6	1,400	Captain F. O. Learmonth	Jesselton
Monmouth	cruiser, 1st class	9,800	14	22,000	Captain G. W. Smith	Weihaiwel
Moorhen	river gunboat	180	2	800	Lieut.-Commander G. P. Leith	West River
Nightingale	river gunboat	85	2	240	Lieut.-Commander R. S. Roy	Yangtse
Otter	torpedo boat destroyer	350	6	6,300	Lieut.-Commander B. J. Guy, V.C.	Weihaiwel
Robin	river gunboat	85	2	240	Lieut.-Commander J. White	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. R. Tickell	West River
Snipe	river gunboat	85	2	240	Lieut.-Commander Alan Dixon	Yangtse
Ta

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	$125	$125	£1,500,000 $14,500,000 $250,000	$2,006,234	Final of £2 and bonus of 5/- for 1908 @ ex 1/8½=$36.024	4½ %	$1,020 sales £94 London
National Bank of China, Limited	99,925	£7	£6	£4,009 $250,000	$10,223	$2 (London 3/6) for 1903	...	$57 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,560,000 $232,757 $411,090	none	$14 for 1907	7½ %	$195 sellers
North China Insurance Company, Limited	10,000	£15	£5	£185,000 Tls. 150,000 Tls. 308,747 Tls. 118,277	Tls. 160,512	Interim of 7/6 for 1908	5½ %	Tls. 120 sales
Union Insurance Society of Canton, Limited	12,400	$250	$100	$3,000,000 £90,000 $192,248 £105,249 $681,809	$2,464,912	Final of $17 making $47 for 1907, and interim of $30 for 1908	5½ %	$840 sales
Yangtsze Insurance Association, Limited	12,000	$100	$60	$1,000,000 $294,475 $199,164	$7 7,637	$12 and bonus $3 for 1907	7½ %	$235
FIRE INSURANCES.								
China Fire Insurance Company, Limited	70,000	$100	$20	$1,000,000 $438,668 $13,802	$375,341	$6 and bonus $1 for 1907	7½ %	$116 sellers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,438,173	$368,721	$27 for 1907	8 %	$345 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$9,000	51,035	$1 for 1906	...	$10 sellers
Douglas Steamship Company, Limited	20,000	$50	$50	$264,638 $99,007	Nil.	2½ for year ending 30.6.1908	7 %	$36
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 $607,500 $79,428 $25,344	$20,279	Final of 1½ making $2½ for 1908	7½ %	$33
Indo-China Steam Navigation Co., Ld. (Preferred)	60,000	£5	£5	£10,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16=$3.154	...	$62 sellers
Do. do. (Deferred)	60,000			£240,000		Final of 2/- for 1908 and interim of 1/- for a/c 1909	...	70/- buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£720,000 £100,000	£63,819		4 %	$26 sa. and b.
"Star" Ferry Company, Limited	10,000	$10	$10	165,000	$3,121	$1.00 $0.50 for year ending 10.4.1909	3½ %	$15½ sales
	10,000	$10	$5	$48,98				
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$350,000 $56,848	Dr. $5,858	$5 for year ending 31.12.08	3½ %	$142½
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $135,893	$3 for 1897	...	$17½ buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,173	Tls. 3½ for year ending 31.8.08	...	Tls. 275 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£175,000	£11,556	Interim of 1/6 (coupon No.12) for year ending 29.2.09	7 %	Tls. 18.20 sales
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£12,289				
	50,000	£1	£1	£4,873	Dr. £2,191	No. 12 of 1/-=48 cents	...	$8½ sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$42,976	Dr. $7,421	$1.75 for year ending 31.12.06	...	$12
Hongkong & Kowloon Wharf and Godown Co., Ld.	60,000	550	$50	$550,000 $26,806 $40,000	$30,102	Final of $7½ making $3½ for 1907	...	$58 sa. and b.
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$97,192 $200,000	$387,098	Final of $4 making $8 for 1908	12½ %	$62
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,16	Final of Tls. 2½ for year ending 3..4.09	6½ %	Tls. 80½ sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6½ %	Tls. 146 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 55,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	5½ %	Tls. 104½ b.
Central Stores, Limited	50,188	$15	$15	$1,000	$24,641	$1.20 on old and 60 cents on first new issue	...	$18
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,975				$74 ex n.d. b.
	8,000	$50	$25	$13,911	$295	Interim of $3½ for account 1909	...	$44 b. new
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$26,475	None	6½ %	$102½ ex div. b
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$222,272	$5,486	66 cents for 1908	6½ %	$9½ buyers
Kowloon Land and Building Company, Limited	6,000	$50	$30	$48,861 none	$278	$1½ for 1908	5 %	$30
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,528,045	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	6½ %	Tls. 122 buyers
West Point Building Company, Limited	12,500	$50	$50	Tls. 300,000 none	$1,968	Interim of $2 for account 1909	8 %	$44½ ex div.
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908	4½ %	Tls. 134½ buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	Tls. 45,939 $20,000	$9.553	50 cents for year ending 31.7.08	6 %	$8 sellers
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 90
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	...	Tls. 112
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 31,172	Tls. 15,911	Tls 50 for 1906	...	Tls. 405 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/8	12/8	£1,500	£648	1/10½ per share for 1907=1.037	10 %	$10½
China-Borneo Company, Limited	60,000	$12	$12	$40,000	Nil.	$1.20 or 1908	8 %	$13½
China Light and Power Company, Limited	50,000	$10	$10					$6.70 sellers
Do. Do. special shares	50,000	$1	$1	none	$61,138	50 cents for year ended 28.2.06	...	
China Provident Loan & Mortgage Company, Ld.	125,000	$10	$10	$102,000	$3,407	80 cents for 1208	8½ %	$9 60
Dairy Farm Company, Limited	40,000	$7½	$6	$10,000 $8,000	$48	$1.30 for year ending 31 7 08	7½ %	$14½ buyers
Green Island Cement Company, Limited	400,000	$10	$10	$13,000	$3,75	Final of 50 cents making 90 cents for 1908	10 %	$8.80 sellers
H. Price & Company, Limited	12,000	$10	$10	$5,000	$170	80 cents for year ending 31 12.08	8 %	$12
Hongkong Electric Company, Limited	60,000	$10	$10	none	5,195	$1 and bonus 20 cts. for year ending 29.7 09	6 %	$20½ buyers
Hongkong Ice Company, Limited	5,000	$25	$25	$150,000	57,616	Final of $15 per share making $9 for 1908	12½ %	$195 sellers
Hongkong Rope Manufacturing Company, Ld.	60,000	$10	$10	$20,000	58,756	Interim of $1 for account 1909	8½ %	$24
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500	Tls. 316,682	2nd Quarterly div. of Tls. 12½ for account 1909	4 %	Tls. 1,000 sales
Peak Tramways Company, Limited	25,000	$10	$10	Tls. 63,914			6 %	$14½
Peak Tramways Company (new)	50,000	$10	$1	$20,000	$2,204	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30 4.09	3 %	$1½
Philippine Company, Limited	75,000	$10	$10	none	Ps. 18,640	None	...	$8
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4½ %	Tls. 156 sellers
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $56,602	None		$23 sales
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	$236	40 cents for year ending 31.5.08	8 %	$5½ buyers
Union Waterboat Company, Limited	50,000	$10	$10	none	$172	60 cents for year ending 31.12.08	5 %	$11 sales
United Asbestos Oriental Agency, Limited	10,000	$10	$4	$35,000	$1,360	80 cents on 9,000 ord. shares and $19.80 on 100 Founders shares for yr. end. 31.5.07	6½ %	$13 sales
Watson, (A. S.) & Co., Limited	90,000	$10	$10	$300,000 $25,000	$2,613	Final of 30 cents for 1908	6½ %	$8.70
William Powell, Limited	15,000	$7	$7	none	$3.95	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	$4 sellers
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid)	46,500	£1	£1	none	none	30 %=6/- per share for year 1908	...	£7.10/- £7.5
Do. do. (partly paid)	103,500	£1	17/6					
Balgownie Rubber Estate, Limited	†† 20,000	†† $10	†† $10	$7,430	$11,205	25 % for year ending 31.3.09	...	$41
Castlefield Rubber Estate, Limited (fully paid)	6,000	£1	£1	none	none	None	...	£3.1.10 £1.7.6
Do. do. (contributory)	24,000	£1	17/6	none	none			
Highland & Lowland Para Rubber Co., (fully paid)	181,454	£1	£1	£8,784	none	None	...	£3.12/- £2.11.6 £2.12.6
Do. do. (contributory)	123,546	£1	15/-		none			
Kuala Lumpur Rubber Co., Limited	8,000	£1	£1	none	1,820	3 % for year ending 30.6.08	...	£1.3.6 nominal
Linggi Plantations, Limited (ordinary)	× 72,000	2/-	2/-	none	none	60 % for year 1908	...	
Do. do. (7% pref.)	10,000	£1	£1	£4,000	none	7 % for year 1908	...	$31 nominal
Ragalla Rubber Company, Limited (ordinary)	22,500	†† $10	†† $10	none	none	15% for year ending 31.12.08	...	
Do, do. (8% pref.)	2,500	†† $10	†† $10		$6,722			£1.17.6 £1
Ledbury Rubber Estates Limited	§§ 67,000	£1	17/6	none	none	None	...	
Do. do. (contributory)	§§ 40,000	£1	17/6					

† These shares are entitled to half of the profits.....

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